

**Mayor**  
Aaron Brockett

**Council Members**  
Taishya Adams  
Matt Benjamin  
Lauren Folkerts  
Tina Marquis  
Ryan Schuchard  
Nicole Speer  
Mark Wallach  
Tara Winer



Council Chambers  
1777 Broadway  
Boulder, CO 80302  
August 15, 2024  
6:00 PM

**City Manager**  
Nuria Rivera-Vandermyde

**City Attorney**  
Teresa Taylor Tate

**City Clerk**  
Elesha Johnson

## **AGENDA FOR THE REGULAR MEETING OF THE BOULDER CITY COUNCIL**

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1. **Call to Order and Roll Call**
  - A. **Honoring WK Real Estate Declaration presented by Council Member Schuchard 10 min**
  - B. **Constitution Day Declaration presented by Council Member Winer 10 Min**
2. **Open Comment**
3. **Consent Agenda**
  - A. **Introduction, first reading and consideration of a motion to order published by title only Ordinance 8646 designating the property at 1836 Pearl St., City of Boulder, Colorado, to be known as the Thelma Maydew House, as an individual landmark under Chapter 9-11, "Historic Preservation," B.R.C. 1981; and setting forth related details**
  - B. **Second reading and consideration of a motion to adopt Ordinance 8642 amending Section 1-2-1, "Definitions," Title 2, "Government Organization," Title 4, "Licenses and Permits," Title 7, "Vehicles, Pedestrians, and Parking," and Section 8-5-4, "Permit Application," B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details**
  - C. **Consideration of a motion to approve the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis and Winer to the Council Process Improvement Working Group**
4. **Call-Up Check-In**
  - A. **Concept Plan Review and Comment Request on a partial redevelopment of the 1.877-acre developed property at 2717 Glenwood Drive. The existing 37-unit, two-story walkup L-shaped apartment building would remain, and a proposed 3-story 22-unit**

multi-family building would be constructed over a portion of the existing parking lot (2 stories of residential over parking). Proposed unit types include Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units. Reviewed under case no. LUR2024-00012

5. Public Hearings

A. Consideration of the following ordinances related to the 2024 Special Municipal Coordinated Election:

*90 min -  
20 min  
presentat  
/ 70 min  
public  
hearing  
&  
Council  
discussio*

1. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8639 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 130 of the Boulder Home Rule Charter to authorize City Council to set by ordinance the terms and criteria of board and commission members and amend the language regarding removal of board and commission members; specifying the form of the ballot and other election procedures; and setting forth related details

2. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8640 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to repeal and replace Sec. 7 of the Boulder Home Rule Charter to increase the amount of mayor and council member compensation; specifying the form of the ballot and other election procedures; and setting forth related details

3. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8641 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as provided by state law; specifying the form of the ballot and other election procedures; and setting forth related details

4. Petitioners' Ordinances

(a) Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8638 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, "Decommissioning the Airport," B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form

of the ballot and other election procedures; and setting forth related details

**AND (conditional upon voter approval of “Repurpose Our Runways”)**

**(b) Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8643 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Section 11-4-8(e), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community board; specifying the form of the ballot and other election procedures; and setting forth related details**

**OR**

**Alternate Ordinances**

**(c) Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8647 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details**

**AND (conditional upon voter approval of “Repurpose Our Runways” Ordinance 8647)**

**(d) Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(e) and (f), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group;**

specifying the form of the ballot and other election procedures; and setting forth related details

**B. Consideration of the following related to the North Boulder Subcommunity Plan:**

**45 min  
– 15  
min  
presentat  
/ 30 min  
public  
hearing  
&  
Council  
discussio**

**1. Consideration of a motion to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum AND**

**2. Consideration of the following conditions approved by Planning Board on August 6, 2024:**

- That the Community Facilities map on page 18 and any associated text be updated with any facilities that have been completed to date
- That the Creative Campus boundary in the Village Center diagram on page 15 include the mixed-use area on the east side of Broadway

6. Matters from the City Manager
7. Matters from the City Attorney
8. Matters from the Mayor and Members of Council
9. Discussion Items
10. Debrief
11. Adjournment

**3:35 hrs**

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**Additional Materials**

**Presentations**

**Item Updates**

**Information Items**

**Boards and Commissions**

**A. June 5, 2024 Environmental Advisory Board Minutes**

**Declarations**

**A. National Non-Profit Day Declaration**

**Heads Up! Email**

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Boulder 8 TV (Comcast channels 8 and 880) is now providing closed captioning for all live meetings that are aired on the channels. The closed captioning service operates in the same manner as similar services offered by broadcast channels, allowing viewers to turn the closed captioning on or off with the television remote control. Closed captioning also is available on the live HD stream on [BoulderChannel8.com](http://BoulderChannel8.com). To activate the captioning service for the live stream, the "CC" button (which is located at the bottom of the video player) will be illuminated and available whenever the channel is providing captioning services.

The council chambers is equipped with a T-Coil assisted listening loop and portable assisted listening devices. Individuals with hearing or speech loss may contact us using Relay Colorado at 711 or 1-800-659-3656.

Anyone requiring special packet preparation such as Braille, large print, or tape recorded versions may contact the City Clerk's Office at 303-441-4222, 8 a.m. - 5 p.m. Monday through Friday. Please request special packet preparation no later than 48 hours prior to the meeting.

If you need Spanish interpretation or other language-related assistance for this meeting, please call (303) 441-1905 at least three business days prior to the meeting. Si usted necesita interpretacion o cualquier otra ayuda con relacion al idioma para esta junta, por favor comuniquese al (303) 441-1905 por lo menos 3 negocios dias antes de la junta.

Send electronic presentations to email address: [CityClerkStaff@bouldercolorado.gov](mailto:CityClerkStaff@bouldercolorado.gov) no later than 2 p.m. the day of the meeting.



**COVER SHEET**

**MEETING DATE**

**August 15, 2024**

**AGENDA ITEM**

Honoring WK Real Estate Declaration presented by Council Member Schuchard

**PRIMARY STAFF CONTACT**

Megan Valliere, Assistant to City Council

**ATTACHMENTS:**

**Description**

- ▣ **Declaration Honoring WK Real Estate**

## Declaration Honoring WK Real Estate

**August 15, 2024**

WK Real Estate is a locally owned company of real estate professionals that has been in business since 1976.

During those 46 years, WK leadership and associates have consistently shown up as a community partner to support events and organizations that enhance the vibrancy of our city and quality of life.

For 24 years, WK Real Estate's financial support provided the funding necessary to light up Boulder's night sky with fireworks and drones on the 4th of July. Their staff dedicated countless hours to support the planning and logistics of this Boulder tradition, always thinking about ways that would make the event fun and inclusive.

We, the City Council of the City of Boulder, Colorado recognize, honor, and appreciate the significant contributions to the community made by

**WK Real Estate**



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Aaron Brockett, Mayor





**COVER SHEET**

**MEETING DATE**

**August 15, 2024**

**AGENDA ITEM**

Constitution Day Declaration presented by Council Member Winer

**PRIMARY STAFF CONTACT**

Megan Valliere, Assistant to City Council

**ATTACHMENTS:**

**Description**

- ▣ **Constitution Day Declaration**



**Constitution Day**  
**September 17, 2024**

September 17, 2024, marks the two hundred and thirty-sixth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention.

It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion.

Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

We, the City Council of the City of Boulder, Colorado recognize September 17, 2024, as

**Constitution Day**

And ask our residents to reaffirm the ideals of the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.



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**Aaron Brockett, Mayor**





## **COVER SHEET**

### **MEETING DATE**

**August 15, 2024**

### **AGENDA ITEM**

Introduction, first reading and consideration of a motion to order published by title only Ordinance 8646 designating the property at 1836 Pearl St., City of Boulder, Colorado, to be known as the Thelma Maydew House, as an individual landmark under Chapter 9-11, "Historic Preservation," B.R.C. 1981; and setting forth related details

### **PRIMARY STAFF CONTACT**

Clare Brandt, City Planner

### **ATTACHMENTS:**

#### **Description**

- ▣ **Item 3A - 1st Rdg Ord 8646 1836 Pearl St. Individual Landmark Designation**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Introduction, first reading and consideration of a motion to order published by title only Ordinance 8646 designating a portion of the property at 1836 Pearl St., City of Boulder, Colorado, to be known as the Thelma Maydew House, as an individual landmark under Chapter 9-11, "Historic Preservation," B.R.C. 1981; and setting forth related details.

Owner: 1836 PEARL STREET LLC / Applicant: Aaron Grant

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Mark Woulf, Assistant City Manager  
Brad Mueller, Director of Planning and Development Services  
Kristofer Johnson, Comprehensive Planning Senior Manager  
Chris Reynolds, Deputy City Attorney, City Attorney's Office  
Marcy Gerwing, Principal Historic Preservation Planner  
Clare Brandt, Historic Preservation Planner

**EXECUTIVE SUMMARY**

The purpose of this agenda item is for City Council to consider first reading of an ordinance designating a portion of the property at 1836 Pearl St. as an individual landmark under the city's Historic Preservation Ordinance. The council must determine whether the proposed individual landmark designation of the property meets the purposes and standards of the Historic Preservation Ordinance (*Sections 9-11-1 and 9-11-2, B.R.C. 1981*). This includes that the landmark designation:

- 1. Will promote the public health, safety, and welfare by protecting, enhancing, and perpetuating buildings, sites, and areas of the city reminiscent of past eras, events, and persons important in local, state, or national history or providing significant examples of architectural styles of the past.*

2. *Will develop and maintain appropriate settings and environments for such buildings, sites, and areas to enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the city's living heritage.*
  
3. *Will draw a reasonable balance between private property rights and the public interest in preserving the city's cultural, historic, and architectural heritage by ensuring that demolition of buildings and structures important to that heritage will be carefully weighed with other alternatives and that alterations to such buildings and structures and new construction will respect the character of each such setting, not by imitating surrounding structures, but by being compatible with them.*

The property owners are in support of the designation. If approved, this ordinance (see [Attachment A](#)), would result in the designation of the property as an individual landmark. The findings are included in the ordinance. A second reading for this designation will be a quasi-judicial public hearing.

### **STAFF RECOMMENDATION**

**Suggested Motion Language:**

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to introduce and order published by title only Ordinance 8646 designating a portion of the property at 1836 Pearl St., City of Boulder, Colorado, to be known as the Thelma Maydew House, as an individual landmark under the City of Boulder Historic Preservation Ordinance; and setting forth related details.

### **COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS**

- Economic – Studies have found that historic preservation adds to economic vitality and tourism. Exterior changes to individually landmarked buildings require a Landmark Alteration Certificate, issued by the Planning & Development Services Department at no charge. Most Landmark Alteration Certificates are reviewed and approved by staff within two weeks, however the additional review process for more complex changes may add time and design expense to a project.
- Environmental - The preservation of historic buildings is inherently sustainable. Owners of individually landmarked buildings are encouraged to reuse and repair as much of the original building as possible when making exterior alterations, thereby reducing the amount of building material waste deposited in landfills. The General Design Guidelines also encourage increasing the energy-efficiency of existing buildings.
- Social - The Historic Preservation Ordinance was adopted to “...enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the city’s living heritage.” Section 9-11-1 (a), B.R.C., 1981. The primary beneficiaries of historic designation are the property owners of a historic

landmark and adjacent neighbors, who are ensured that the character of the immediate area will be protected through the design review process. The greater community also benefits from the preservation of the community's character and history.

### **OTHER IMPACTS**

- Fiscal - The designation of individual historic landmarks is an anticipated and ongoing function of the Historic Preservation Program.
- Staff time - This designation application is within the staff work plan.

### **RESPONSES TO QUESTIONS FROM COUNCIL AGENDA COMMITTEE**

#### **LANDMARKS BOARD ACTIONS & FEEDBACK**

On July 10, 2024, the Landmarks Board voted 4-0 (R. Golobic absent) to recommend that the City Council designate the property as a local historic landmark, finding that it meets the standards for individual landmark designations in sections 9-11-1 and 9-11-2, B.R.C. 1981, and is consistent with the criteria specified in section 9-11-5(c), B.R.C. 1981.

#### **PUBLIC FEEDBACK**

Two members of the public spoke at the designation hearing in support of the designation.

#### **ANALYSIS**

##### **Code Criteria for Review**

Section 9-11-6(b), *Council Ordinance Designating Landmark or Historic District*, of the historic preservation ordinance specifies that in its review of an application for local landmark designation, the council must consider “whether the designation meets the purposes and standards in Subsections 9-11-1(a) and Section 9-11-2, *City Council May Designate Landmarks and Historic Districts*, B.R.C. 1981, in balance with the goals and policies of the Boulder Valley Comprehensive Plan.” The City Council shall approve by ordinance, modify and approve by ordinance, or disapprove the proposed designation.

##### **9-11-1, *Legislative Intent*, B.R.C. 1981 states:**

- (a) The purpose of this chapter is to promote the public health, safety, and welfare by protecting, enhancing, and perpetuating buildings, sites, and areas of the city reminiscent of past eras, events, and persons important in local, state, or national history or providing significant examples of architectural styles of the past. It is also the purpose of this chapter to develop and maintain appropriate settings and environments for such buildings, sites, and areas to enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the city's living heritage.
- (b) The City Council does not intend by this chapter to preserve every old building in the city but instead to draw a reasonable balance between private property rights and the public interest in preserving the city's cultural, historic, and architectural heritage by ensuring that demolition of buildings and structures important to that

heritage will be carefully weighed with other alternatives and that alterations to such buildings and structures and new construction will respect the character of each such setting, not by imitating surrounding structures, but by being compatible with them.

- (c) The City Council intends that in reviewing applications for alterations to and new construction on landmarks or structures in a historic district, the Landmarks Board shall follow relevant city policies, including, without limitation, energy-efficient design, access for the disabled, and creative approaches to renovation.

**9-11-2, *City Council may Designate Landmarks and Historic Districts, B.R.C. 1981***

states:

- (a) Pursuant to the procedures in this chapter the City Council may by ordinance:
  - (1) Designate as a landmark an individual building or other feature or an integrated group of structures or features on a single lot or site having a special character and historical, architectural, or aesthetic interest or value and designate a landmark site for each landmark;
  - (2) Designate as a historic district a contiguous area containing a number of sites, buildings, structures or features having a special character and historical, architectural, or aesthetic interest or value and constituting a distinct section of the city;
  - (3) Designate as a discontinuous historic district a collection of sites, buildings, structures, or features which are contained in two or more geographically separate areas, having a special character and historical, architectural, or aesthetic interest or value that are united together by historical, architectural, or aesthetic characteristics; and
  - (4) Amend designations to add features or property to or from the site or district.

Upon designation, the property included in any such designation is subject to all the requirements of this code and other ordinances of the city.



Figure 1. Left: northwest corner of 1836 Pearl St., showing the relocation of the building, new construction at the rear and rehabilitation of the historic building including the stone front porch, windows, door, and stucco. Right: The northeast corner of the rehabilitated building with the new construction beyond.

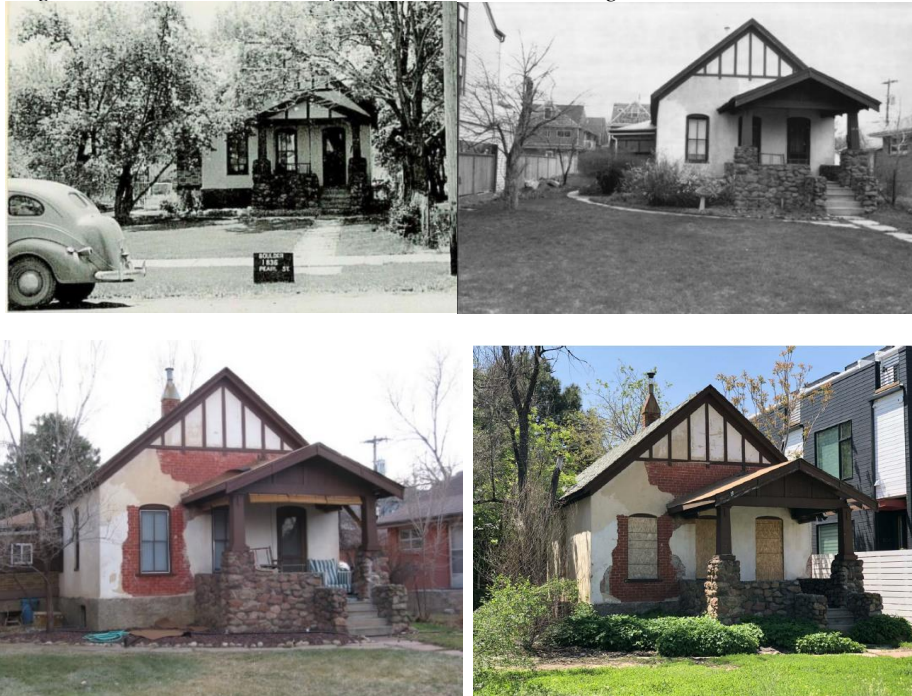


Figure 2. Top left: façade of 1836 Pearl St. c. 1934.<sup>1</sup> Top right: 1988 Survey image of façade.<sup>2</sup> Lower left: 1836 Pearl St. c. 2016 showing house in original location on site, masonry behind applied stucco, and front porch. Lower right: 2018 image showing 1836 Pearl St. in original location before relocation on site.

<sup>1</sup> “1836 Pearl Street real estate appraisal card.” 1934-1961. Call Number 880-Pearl-1836. Carnegie Library for Local History, Boulder. <https://localhistory.boulderlibrary.org/islandora/object/islandora%3A94783>

<sup>2</sup> Front Range Research Associates. “1836 Pearl Street historic building inventory record.” 1988. Call Number 780 Pearl 1836. Carnegie Library for Local History, Boulder. <https://localhistory.boulderlibrary.org/islandora/object/islandora%3A27967https://localhistory.boulderlibrary.org/islandora/object/islandora:37342>

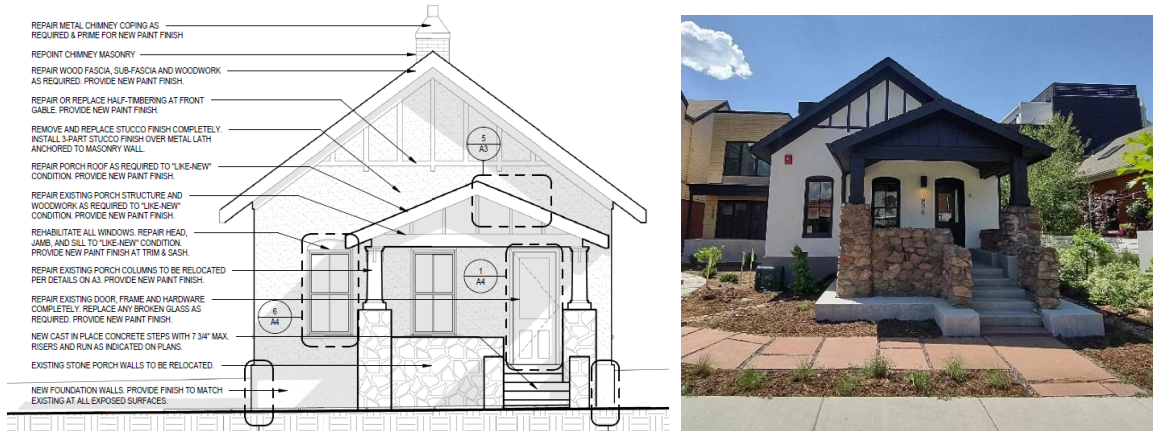


Figure 3. Left: Rehabilitation plan for façade, including repair of chimney, half timbering, porch, stucco finish, windows and door. Right: Rehabilitated house on new foundation on site showing relocated porch at facade, rehabilitated windows, stucco and chimney.

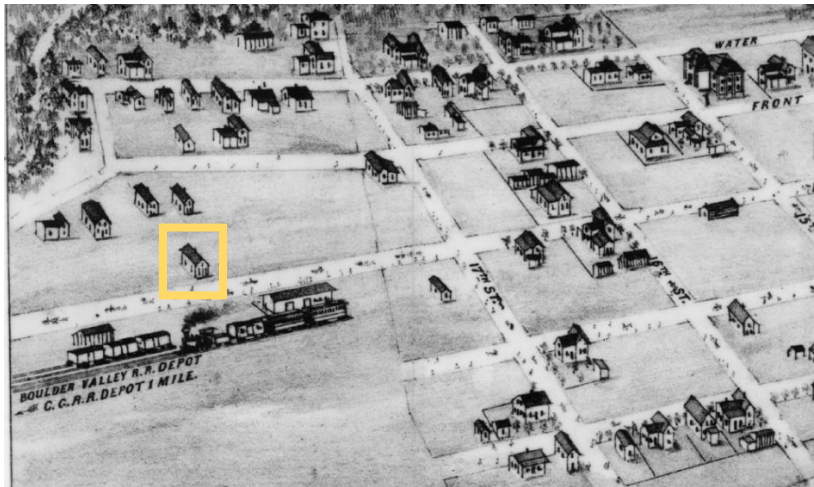


Figure 4. Top: Photograph of a baseball game in 1887. The house at 1836 Pearl St. is on the righthand side of the photograph. The grocery and meat market opposite (at 1827 and 1831 Pearl street) are on the left side of the image.<sup>3</sup> Bottom: Glover’s bird’s eye view map of Boulder from 1874 extended to the city limits at 18<sup>th</sup> Street.<sup>4</sup> The house highlighted is likely 1836 Pearl St.

<sup>3</sup> Sturtevant, Joseph B. “Baseball at Boulder, Colo. July 4th 1887.” Call No. BHS S-752. Boulder Historical Society/Museum of Boulder. <https://localhistory.boulderlibrary.org/islandora/object/islandora%3A72473>

<sup>4</sup> “Glover’s bird’s eye view of Boulder City, Colorado.” 1874. Call No. MAP CITY 1874-1. Carnegie Library for Local History. <https://localhistory.boulderlibrary.org/islandora/object/islandora%3A76612>



## Summary of Significance

To assist in the interpretation of the historic preservation ordinance, the Landmarks Board adopted an administrative regulation in 1975 establishing [Significance Criteria for Individual Landmarks](#) (link). For additional information on the history of the property, please see the [July 10, 2024 Landmarks Board Memorandum](#) (link).

## ANALYSIS:

***A. Would the designation protect, enhance, and perpetuate a property reminiscent of a past era(s), event(s), and person(s) important in local, state, or national history in Boulder or provide a significant example of architecture of the past?***

Staff considers, and the Landmarks Board found, that the proposed designation of a portion of the property at 1836 Pearl St. will protect, enhance, and perpetuate a property reminiscent of a past era of history and preserve an important example of Boulder's historic architecture.

***B. Does the proposed application develop and maintain appropriate settings and environments for such buildings, sites, and areas to enhance property values, stabilize neighborhoods, promote tourist trade and interest, and foster knowledge of the City's living heritage?***

Staff considers, and the Landmarks Board found, that the proposed designation will maintain an appropriate setting and environment for the buildings and sites, and enhance property values, stabilize the neighborhood, promote tourist trade and interest, and foster knowledge of the city's living heritage.

## HISTORIC SIGNIFICANCE:

**Summary:** The house located at 1836 Pearl St. meets the following historic significance criteria:

**1. Date of Construction:** pre-1880

**Elaboration:** Prior to 1879, James Wilson owned the property, though it is not clear if the house was constructed at that time. The 1881 Freeze map notes H.H. Harris as owner of Lot 2 Block 73 of the East Boulder Addition and the Boulder County Herald reported improvements to Harris' house in 1880. The first city directory in Boulder was published in 1883 and lists James and Estella Bemis as residents of 1836 Pearl St.

**2. Association with Persons or Events:** Harris, Bemis, Baker, Murphy and Maydew families

**Elaboration:** The property is associated with early Boulder residents Henry and Ella Harris and James and Estelle Bemis. Harris had a transfer team and Bemis was a Justice of the Peace and later janitor at CU.

The Baker family lived here between 1896 and 1913. Edwin Baker was a sexton for the Presbyterian Church and lived with his daughters Marion Sutton and Belle Baker.

Marion was a Civil War widow and worked as a housekeeper and Belle worked as a music teacher.

Thelma Maydew is the property's longest resident, living here for more than six decades starting in 1930 until her death at age 91 in 1996. Her parents, David (Hal) and Alma Maydew, rented the house before purchasing it in 1931. Her father, Hal, worked as a house carpenter. Thelma, her mother, Alma, and sister Cuba and cousin Clella worked as laundresses, while a brother and another sister worked for an oil company.

**3. Distinction in the Development of the Community:** Urban Frontier<sup>5</sup>

**Elaboration:** The house appears to have been constructed in the first decade of the city of Boulder's existence. The house is located on east Pearl Street, historically referred to as the "East End", which developed as a mixed-use area of commercial, industrial, and residential uses. The East Pearl Street commercial area served the Whittier neighborhood, while at the same time providing residence to a number of families. The continued relationship between the historic commercial and residential structures represents the mixed-use character of the East Pearl area and the development pattern of secondary commercial areas in Boulder near the turn of the century. The house represents the area's earliest period of growth and development.

**4. Recognition by Authorities:** Front Range Research Associates, Inc., Landmarks Preservation Advisory Board.

**Elaboration:** The property was surveyed in 1988 and found to be in fair condition with moderate alterations ("stucco; porch has been remodeled"). The historical background states:

*In 1883, this was the home of James G. and Estella Bemis; Bemis worked as a city clerk. An inscription on the back of an old photograph of James Bemis states he was an "old-timer" in Boulder, and that in about 1895 worked as a janitor at the university. By 1901, this was the home of Edwin Baker, sexton at the Presbyterian church (SW corner of 16<sup>th</sup> and Walnut); and Belle Baker, a teacher. By 1913, it was the home of Thomas and Hettie Stewart; Thomas Stewart worked as a meat cutter.*

The survey found the building to have architectural significance, stating: "Although the building has been remodeled, it represents Boulder's early vernacular houses, and was once the home of early Boulder residents, James and Estella Bemis."

In 1994, the Landmarks Preservation Advisory Board initiated historic district designation of an area along east Pearl Street, including the property at 1836 Pearl St. The nomination summarizes the significance of the property as:

*1836 Pearl: c. 1876. Vernacular Masonry, Front Gable.*

*This house was one of the first residences on East Pearl Street. Although the building has been remodeled, it represents Boulder's early vernacular housing, and was once the home of early Boulder residents, James and Estella Bemis and Belle and Edwin Baker. Moderate alterations: stucco; porch remodeled.*

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<sup>5</sup> Landmarks Preservation Advisory Board Memo dated Jan. 4, 1995.

In 1999, this property was nominated along with twenty-three others as Structures of Merit. The nomination provides the following:

*The 1800 and 1900 blocks of Pearl are characterized by a mix of residential with neighborhood commercial structures. The house side of the 1800 block has three historic residential structures set back from the sidewalk, with grass front yards. This historic setback pattern reflects the co-existing interplay of residential and commercial in the East End, and should be carefully protected. Research shows that the entire south side of the 1800 block of Pearl was residential.*

### **ARCHITECTURAL SIGNIFICANCE:**

**Summary:** The house at 1836 Pearl St. meets the following architectural significance criteria.

- 1. Recognized Period or Style:** Vernacular Masonry  
**Elaboration:** The house is an example of Vernacular Masonry construction with Craftsman elements, evidenced through its steeply gabled roof, segmental arched window openings, tapered porch supports and half-timbering. The building retains a high degree of architectural integrity.
- 2. Architect or Builder of Prominence:** Unknown
- 3. Artistic Merit:** None observed
- 4. Example of the Uncommon:** Pre-1880 construction  
**Elaboration:** This house dates from the city of Boulder's earliest period of European settlement and is one of the few remaining 19th century houses along east Pearl Street.
- 5. Indigenous Qualities:** The c.1922-1929 porch is constructed of local fieldstone.

### **ENVIRONMENTAL SIGNIFICANCE:**

**Summary:** The house located at 1836 Pearl St. meets the following environmental significance criteria.

- 1. Site Characteristics:** Historically, the property had a lawn in the deep setback and a mature tree along the alley. Today, the site has a traditional setback from the sidewalk.
- 2. Compatibility with Site:** The scale and massing of the building and its overall site characteristics are compatible with its surrounding mixed use context.
- 3. Geographic Importance:** This house is a familiar visual landmark along east Pearl Street.

**4. Environmental Appropriateness: Mixed-Use Character**

**Elaboration:** The area has historically been a mix of commercial and residential properties.

- 5. Area Integrity:** The From 1928 through 1978, this area was zoned for commercial/ industrial type uses; in 1978, the area was re-zoned high density residential, redeveloping (HR-X) from 18th Street to 21st Street and remained industrial from 21st Street to the east. In 1982, the area was re-zoned mixed-use, redeveloping (MU-X) from 18th Street to Folsom. The changes in zoning designations over the years have increased development pressures along this portion of Pearl Street, altering many of the historic blockfaces in the area. In particular, many of the once existing residential buildings were demolished and replaced with commercial structures, or existing historic buildings were dramatically altered. The north side of the 1800 and 1900 blocks of Pearl Street, in particular, still retains historic integrity despite the various pressures over the years.<sup>6</sup>

**Landmark Name**

Staff and the Landmarks Board recommend the property be known as the **Thelma Maydew House** to recognize Thelma Eleanor Maydew, the property’s longest resident, living here for nearly seven decades starting in 1928 until her death at age 91 in 1996. This is consistent with the Landmark Board’s Guidelines for Names of Landmarked Structures and Sites (1988) and the National Register of Historic Places Guidelines for Designation. This is consistent with the Landmark Board’s Guidelines for Names of Landmarked Structures and Sites (1988) and the National Register of Historic Places Guidelines for Designation. See [Guidelines for Names of Landmarked Structures and Sites](#) (link).

**Boundary Analysis**

Staff and the Landmarks Board recommends that the boundary be established to encompass the northwest portion of the property, measured from the south (rear) and east (side) eaves of the relocated building. Starting from the northwest corner of the property, the rectangular boundary would extend 26’4 feet along the north property line, and then turn and continue 48’6 feet south to the southeast corner of the building (measured in plan). The boundary would then return 26’4 feet to the west, and follow the west property line to the northeast corner of the lot. This boundary would encompass the pre-1883 house, views from the public right-of-way, and exclude the contemporary development on the site. This is consistent with current and past practices and the National Register Guidelines for establishing landmark boundaries. This boundary is supported by the property owners.

**ALTERNATIVES**

**Modify the Application:** The City Council may modify the landmark boundary and landmark name.

---

<sup>6</sup> Landmarks Preservation Advisory Board Memo, Nov. 17, 1994

**Deny the Application:** If the City Council finds the application does not meet the criteria for landmark designation, it would vote to deny the application.

**ATTACHMENTS**

Attachment A – Ordinance 8646

Attachment B – [Significance Criteria for Individual Landmarks](#) (1975) (link)

Attachment C – [July 10, 2024 Landmarks Board Memorandum](#) (link)

ORDINANCE 8646

AN ORDINANCE DESIGNATING A PORTION OF THE PROPERTY AT 1836 PEARL ST., CITY OF BOULDER, COLORADO, ALSO KNOWN AS THE THELMA MAYDEW HOUSE, A LANDMARK UNDER CHAPTER 9-11, "HISTORIC PRESERVATION," B.R.C. 1981, AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. The City Council enacts this ordinance pursuant to its authority under Chapter 9-11, "Historic Preservation," B.R.C. 1981, to designate as a landmark a property having a special character or special historic, architectural, or aesthetic interest or value.

Section 2. The City Council finds that: 1) on Jan. 22, 2019, the property owners submitted a landmark designation application for the property; 2) the application was held in agreement until the building was relocated on the property; 3) the Landmarks Board held a public hearing on the proposed designation on July 10, 2024, and recommended that the City Council approve the proposed designation.

Section 3. The City Council also finds that upon public notice required by law, the City Council held a public hearing on the proposed designation on Sept. 5, 2024, and upon the basis of the presentations at that hearing finds that the property at 1836 Pearl St. possesses special historic and architectural value warranting its designation as a landmark.

Section 4. The characteristics of the subject property that justify its designation as a landmark are: 1) its historic significance for its date of construction prior to 1880 as one of the first residences at the east end of Pearl Street; for its association with early Boulder residents Henry and Ella Harris and James and Estelle Bemis. Harris had a transfer team and Bemis was a Justice of the Peace and later janitor at CU; for its association with the property's longest resident, Thelma Maydew,

1 who lived here for more than six decades starting in 1930 until her death at age 91 in 1996. Born in  
2 Riverton, Nebraska in 1904, Ms. Maydew came to Boulder in 1921 and was a member of the First  
3 United Methodist Church and an avid gardener; and 2) its architectural significance as an example of  
4 Vernacular Masonry construction with Craftsman elements, evidenced though its steeply gabled roof,  
5 segmental arched window openings, tapered porch supports and half-timbering; as one of the few  
6 remaining 19th century houses along east Pearl Street; for the c.1922-1929 porch is constructed of  
7 local fieldstone; and 3) its environmental significance as a residential building amongst the generally  
8 commercial East End, an area that has historically been a mix of commercial and residential properties.

9           Section 5. The City Council further finds that the foregoing landmark designation is  
10 necessary to promote the public health, safety, and welfare of the residents of the city.

11           Section 6. There is hereby created as a landmark the property located at 1836 Pearl St., also  
12 known as the Thelma Maydew House, whose legal landmark boundary encompasses a portion of the  
13 legal lots upon which it sits:

14  
15                                           LEGAL DESCRIPTION

16                                           LOT 2 BLK 73 BOULDER EAST

17           as depicted in the proposed landmark boundary map, attached hereto as Exhibit A.

18           Section 7. The City Council directs that the Planning and Development Services  
19 Department give prompt notice of this designation to the property owner and cause a copy of this  
20 ordinance to be recorded as described in Subsection 9-11-6(d), B.R.C. 1981.

21           Section 8. The City Council deems it appropriate that this ordinance be published by title  
22 only and orders that copies of this ordinance be made available in the office of the City Clerk for  
23 public inspection and acquisition.  
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INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY

TITLE ONLY THIS 15<sup>th</sup> day of August 2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

READ ON SECOND READING, PASSED AND ADOPTED, this 5<sup>th</sup> day of September

2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk



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**Exhibit A – Landmark Boundary Map for 1836 Pearl St.**

**1836 Pearl St., Boulder, Colorado**  
**LOT 2 BLK 73 BOULDER EAST**

Starting from the northwest corner of the property, the rectangular boundary extends 26’4 feet along the north property line, and then turns and continues 48’6 feet south to the southeast corner of the building (measured in plan). The boundary then returns 26’4 feet to the west and follows the west property line to the northeast corner of the lot. This boundary encompasses the pre-1880 house and excludes the contemporary development on the site.





## **COVER SHEET**

### **MEETING DATE**

**August 15, 2024**

### **AGENDA ITEM**

Second reading and consideration of a motion to adopt Ordinance 8642 amending Section 1-2-1, "Definitions," Title 2, "Government Organization," Title 4, "Licenses and Permits," Title 7, "Vehicles, Pedestrians, and Parking," and Section 8-5-4, "Permit Application," B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details

### **PRIMARY STAFF CONTACT**

Cris Jones, Director of Community Vitality

### **REQUESTED ACTION OR MOTION LANGUAGE**

Motion to adopt Ordinance 8642 amending Section 1-2-1, "Definitions," Title 2, "Government Organization," Title 4, "Licenses and Permits," Title 7, "Vehicles, Pedestrians, and Parking," and Section 8-5-4, "Permit Application," B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details.

### **ATTACHMENTS:**

#### **Description**

- ▣ **Item 3B - 2nd Rdg Ord 8642 New Parking Management Technology**
- ▣ **Item 3B - Addendum Memo**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Second reading and consideration of a motion to adopt Ordinance 8642 amending Section 1-2-1, “Definitions,” Title 2, “Government Organization,” Title 4, “Licenses and Permits,” Title 7, “Vehicles, Pedestrians, and Parking,” and Section 8-5-4, “Permit Application,” B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details.

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Mark Woulf, Assistant City Manager  
Cris Jones, Director, Community Vitality  
Christiana McCormick, Assistant City Attorney III  
Kristine Edwards, Maintenance and Operations Senior Manager, Community Vitality  
Samantha Bromberg, Senior Project Manager, Community Vitality

**EXECUTIVE SUMMARY**

Proposed Ordinance 8642 has two primary goals: (1) modernize the Boulder Revised Code by updating outdated language concerning paid parking devices, and (2) streamline certain aspects of parking permit administration enabled by the upcoming launch of a new parking management information system (PMIS).

Proposed Ordinance 8642 therefore replaces terms such as “parking meter,” “pay station,” and “parking kiosk” with a single, more widely applicable term, “parking payment apparatus or technology.” The new term refers to all paid parking devices,

including current and future parking permit technology. Proposed Ordinance 8642 also proposes to update some of the administrative references to physical permits, when the permit year should begin for each Neighborhood Parking Program (NPP) zone, and the permit term length for commuter and contractor permits. These proposed amendments aim to enhance flexibility and streamline the administration of parking permits by allowing for digital permits, rolling expiration dates, and the purchase of monthly commuter permits.

### **STAFF RECOMMENDATION**

#### **Suggested Motion Language:**

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to adopt Ordinance 8642 amending Section 1-2-1, “Definitions,” Title 2, “Government Organization,” Title 4, “Licenses and Permits,” Title 7, “Vehicles, Pedestrians, and Parking,” and Section 8-5-4, “Permit Application,” B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details.

### **BACKGROUND**

Boulder’s Neighborhood Permit Parking (NPP) Program was formally adopted by City Council in 1997 to improve the balance between preserving neighborhood character and providing public access to major activity centers (the University of Colorado, downtown, etc.). Today, 13 NPP zones exist. The provisions for the city’s NPP zone program are set forth in Section 2-2-15, “Neighborhood Permit Parking Zones,” B.R.C. 1981.

Community Vitality administers and enforces the permits for the NPP zones. Currently, certain details for the administration of such permits are set forth in Chapter 4-23, “Neighborhood Parking Zone Permits,” B.R.C. 1981, while other details for the administration of NPP zone permits are set forth in City Manager Rule 2-2-15.A(22). Some administrative regulations for the NPP zone parking permits have been constrained by the limitations of the city’s existing PMIS software.

Since the beginning of 2023, staff have been working to replace the existing legacy PMIS with a new, more user-friendly platform. This updated system will maintain all existing permit and citation management functionalities while introducing new features to address current and future community needs. The city envisions a transformative and fully integrated system that is customizable and adaptable to changing conditions. This new software presents multiple opportunities to enhance the customer experience and reduce the staff time required for managing parking permits. Consequently, it allows for the

modernization of outdated operational regulations that were constrained by the limitations of the old software.

Community Vitality staff also administer and enforce the on-street paid parking program in Boulder’s downtown and in the University Hill and Boulder Junction districts. As a part of this program, staff have been replacing old single-head meters with solar powered, touch screen, parking pay stations and mobile pay-to-park options to create a consistent parking experience for visitors.

## **ANALYSIS**

Adopting this ordinance will modernize the Boulder Revised Code by updating obsolete language and updating operational details for administration of NPP zone permits (such as permit expiration dates) and ensuring operational relevancy as new technologies emerge. By updating the existing applicable city manager rule in conjunction with adopting the proposed revisions to the Boulder Revised Code, staff will improve efficiency and customer service and support environmental sustainability by facilitating the transition to digital permits and reducing paper and plastic waste.

In reviewing and updating the Boulder Revised Code sections related to parking permit and citation management, staff are attempting to future-proof these sections by revising outdated language and removing redundancies.

The following is an overview of the changes set forth in Proposed Ordinance 8642 and what staff hope to achieve by making these changes.

### **Updates to Terminology**

The great majority of changes in Proposed Ordinance 8642 ordinance reflect updates to and modernization of certain terminology related to paid parking devices. These changes are intended to account for both physical and digital permits and the removal and replacement of parking meters or other coin-operated parking management devices with newer parking payment devices or technology. In some cases, these updates allow for the removal of redundancies in certain sections. Proposed Ordinance 8642 revises the following sections of the Boulder Revised Code to update terminology and remove redundancies only:

- Section 1-2-1, “Definitions,” B.R.C. 1981
- Certain sections in Title 2, “Government and Organization,” B.R.C. 1981
- Certain sections in Chapter 4-18, “Street, Sidewalk, and Public Property Use Permits,” B.R.C 1981
- Section 4-20-35, “Parking Meter Hood Permit Fees and Deposit,” B.R.C. 1981
- Certain sections in Chapter 4-27, “News Box Leases and Regulation,” B.R.C. 1981
- Certain sections in Title 7, “Vehicles, Pedestrians, and Parking,” B.R.C. 1981 (except Section 7-6-11, see below)

- Section 8-5-4, “Permit Application,” B.R.C. 1981

### **Permit Administration Updates**

With the implementation of the new PMIS system, the city will be able to make certain administrative changes that were not previously available. Such changes will achieve the goal of streamlining parking permit issuance to enhance the customer experience. Such changes include removing references to fixed expiration dates for permit zones to move to rolling expiration dates, allowing permits to be transferred in circumstances specified by city manager rule (vehicle owner getting new license plate, using rental car temporarily, purchasing new vehicle), allowing for a change in permit duration for commuter permits, and allowing NPP zone residents to purchase guest and visitor permits even if the residents do not own a vehicle. Parallel changes to the existing related city manager rule will allow for limited renewals of residential permits without the need for a new application every year. These enhancements will improve the customer service to the community as well as reduce staff time in the administration of permits and enforcement.

The sections of the Boulder Revised Code shown in Proposed Ordinance 8642 that reflect these permit administration updates are the following:

- Section 4-20-49, “Neighborhood Parking Permit Fee,” B.R.C. 1981
- Certain sections of Chapter 4-23, “Neighborhood Parking Zone Permits,” B.R.C. 1981

In addition, the proposed updates to the related city manager rule are shown in the attached redline of City Manager Rule 2-2-15.A(22).

One final administrative update is being proposed to Section 7-6-11, “Right Angle Parking Permit,” B.R.C. 1981. The minor change proposed in this section is to clarify that this type of permit is available only if it is provided for by city manager rule. At this time, this permit is not available because no city manager rule sets forth the details for this permit’s administration and no city department issues or administers this type of permit.

### **NEXT STEPS**

Community Vitality staff are currently supporting the Parking Code Update work being led by Planning & Development Services with additional support from Transportation and Mobility. This project will entail potential changes to the Residential Access Management Program (RAMP), including the NPP program, and more information will be provided for the upcoming August 8<sup>th</sup> Study Session.

The proposed City Manager Rule will be submitted for public comment should Council adopt Proposed Ordinance 8642.

Full implementation of the new PMIS software including potential modifications to operational policies as outlined by this memorandum is planned for November 2024.

**ATTACHMENTS**

A – Proposed Ordinance 8642

B – Proposed City Manager Rule (Redline Version)

ORDINANCE 8642

AN ORDINANCE AMENDING SECTION 1-2-1, "DEFINITIONS," TITLE 2, "GOVERNMENT ORGANIZATION," TITLE 4, "LICENSES AND PERMITS," TITLE 7, "VEHICLES, PEDESTRIANS, AND PARKING," AND SECTION 8-5-4, "PERMIT APPLICATION," B.R.C. 1981, TO MODERNIZE TERMINOLOGY TO BE CONSISTENT WITH NEW PARKING MANAGEMENT TECHNOLOGY; AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 1-2-1, "Definitions," B.R.C. 1981, is amended to read as follows:

**1-2-1. Definitions.**

- (a) The definitions in this chapter apply throughout this code unless a term is defined differently in a specific title, chapter or section.
- (b) The following words used in this code and other ordinances of the city have the following meanings unless the context clearly indicates otherwise:

*Abandoned motor vehicle* means any motor vehicle that is left in one location on public property or on private property without the consent of the owner thereof for twenty-four hours or more than the time limited by any signs, ~~meters, pay stations~~ parking payment apparatus or technology, or pavement markings that apply to that location, or for a continuous period of more than seventy-two hours at any otherwise unregulated location.

...

~~*Pay station*~~ *Parking payment apparatus or technology* has the meaning given in Section 7-1-1, "Definitions," B.R.C. 1981. References to *parking meter, pay station, or parking kiosk*, if any, shall mean parking payment apparatus or technology.

...

*Time* means, whenever certain hours are named in this code or on any traffic control sign or parking ~~meter~~ payment apparatus or technology, Mountain Standard Time or mountain



1 daylight time, depending on the date, as prescribed by state law. Mountain Standard Time  
2 is Coordinated Universal Time minus seven hours. Mountain daylight time is  
3 Coordinated Universal Time minus six hours.

3 ...

4 Section 2. Section 2-2-11, "Traffic Engineering," B.R.C. 1981, is amended to read as  
5 follows:

6 **2-2-11. Traffic Engineering.**

7 ...

8 (f) The city manager is authorized to produce or acquire and sell to the public handicapped  
9 parking permits which will serve in lieu of ~~depositing money or tokens in parking meters,~~  
10 ~~or purchasing time in a parking space in a pay station regulated by a parking payment~~  
11 apparatus or technology, on city streets and city parking lots by vehicles eligible to park  
12 in spaces designated for parking by the handicapped. If the Central Area General  
13 Improvement District or the University Hill General Improvement District determines to  
14 extend use of these permits to ~~meters or pay stations~~ any parking payment apparatus or  
15 technology on lots owned or leased by the district, or to attended parking on such lots, the  
16 general manager of the district shall enter into a written agreement with the city manager  
17 specifying how to divide the permit revenues equitably between the general fund and the  
18 district in proportion to the division which would occur were no permits sold. If the  
19 manager determines to institute such a program, the manager shall, by regulation, specify  
20 the form of the permit, the method of its use and display, the method of application and  
21 purchase, the cost of the permit and any restrictions on its use.

22 (g) Parking exemptions.

23 (1) The city manager is authorized to specify the circumstances under which  
24 authorized emergency vehicles of the city police and city fire departments, of the  
25 Boulder County Sheriff's Department, the University of Colorado Police  
Department and the Colorado State Patrol may park in parking spaces ~~or spaces~~  
regulated by ~~pay stations~~ parking payment apparatus or technology on city streets,  
alleys or parking lots for investigative and administrative purposes not rising to  
the level of an emergency governed by the parking exemption of Section 7-2-12,  
"Exemptions for Authorized Emergency Vehicles," B.R.C. 1981,  
without paying the fees specified and in excess of the time limit. With respect to  
city vehicles covered by this policy, the manager shall estimate the  
annual parking revenue loss occasioned thereby, and cause such an amount to be  
transferred from the amount appropriated for each such department into the paid  
parking ~~meter~~ revenue account.

(2) The city manager is authorized to issue ~~meter~~ parking permits to public utility companies for display on marked service vehicles of such utility companies in lieu of ~~depositing money in meters or pay stations~~ paying the rates for parking regulated by a parking payment apparatus or technology on city streets, alleys or parking lots in return for prepayment of the paid parking ~~meter~~ revenue loss occasioned thereby, as estimated by the manager. Such permits may only be displayed or, for digital permits, valid and in effect when the service vehicle is parked in a ~~metered space or~~ space regulated by a ~~pay station parking payment apparatus or technology~~ in response to a bona fide utility service necessity.

Section 3. The following sections in Chapter 2-3, "Boards and Commissions," B.R.C. 1981, are amended to read as follows:

**2-3-5. Downtown Management Commission.**

...

(d) The functions of the commission are to:

(1) Exercise, subject to call up by the city council acting as the Board of Directors of the Central Area General Improvement District as provided in Subsection (e) of this section, and subject to the limitations of Subsection (f) of this section, the following powers of said Board of Directors in furthering the purposes specified in Ordinance No. 3644 (1970), as amended, to provide parking and related improvements for CAGID:

...

(C) Determination, imposition, redetermination and revision of a schedule of user charges for the use of the parking facilities provided or furnished by CAGID, as well as the determination of reasonable penalties, interest, collection costs and other charges for delinquencies in payment of such charges, following the procedures of Subsections 8-4-15(c), (e) and (f), B.R.C. 1981, in so doing, but nothing in this section shall authorize the commission to set the times or rates for on-street ~~metered~~ paid parking, or the fines or penalties for parking infractions specified in Chapter 7-6, "Parking Infractions," B.R.C. 1981;

...

**2-3-20. University Hill Commercial Area Management Commission.**

...

(d) The functions of the Commission are to:

1 (1) City council acting as the Board of Directors of the UHGID in furthering the  
2 purposes specified in Section 8-4-11, "Powers of the District," B.R.C. 1981,  
3 Ordinance Numbers 3638, 4299 and 4958, as amended, to provide parking and  
4 related improvements for UHGID as follows:

5 ...

6 (C) Determination, imposition, re-determination and revision of a schedule of  
7 user charges for the use of the parking facilities provided or furnished by  
8 UHGID, as well as the determination of reasonable penalties, interest,  
9 collection costs and other charges for delinquencies in payment of such  
10 charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
11 B.R.C. 1981, in so doing, but nothing in this section shall authorize the  
12 Commission to set the times or rates for on-street ~~metered~~  
13 paid parking, or the fines or penalties for parking infractions specified in  
14 Chapter 7-6, "Parking Infractions," B.R.C. 1981;

15 ...

16 **2-3-21. Boulder Junction TDM Commission.**

17 ...

18 (e) The functions of the commission are to make decisions or provide recommendations of  
19 said board of directors in furthering the purposes of the District, as specified herein and in  
20 the petition to provide alternative modes of transportation related services and  
21 improvements for the District, including, without limitation, the following:

22 (1) Exercise, subject to call up by the city council acting as the board of directors of  
23 the District, the following functions:

24 ...

25 (B) To determine, impose, re-determine and revise a schedule of user charges  
for the use of the services and improvements provided or furnished by the  
District, as well as the determination of reasonable penalties, interest,  
collection costs and other charges for delinquencies in payment of such  
charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
B.R.C. 1981. Nothing in this section shall authorize the commission to set  
the times or rates for on-street ~~metered~~ paid parking, or the  
fines or penalties for parking infractions specified in Chapter 7-6,  
"Parking Infractions," B.R.C. 1981;

...

**2-3-22. Boulder Junction Parking Commission.**

...

1 (e) The functions of the commission are to make decisions or provide recommendations to  
2 the board of directors in furthering the purposes of the District as specified herein and in  
3 the petition to provide alternative modes of transportation and parking related services  
4 and improvements for the District, including, without limitation, the following:

5  
6 (1) Exercise, subject to call up by the city council acting as the board of directors of  
7 the District, the following functions:

8 ...

9 (B) To determine, impose, re-determine and revise a schedule of user charges  
10 for the use of the services and improvements provided or furnished by the  
11 District, as well as the determination of reasonable penalties, interest,  
12 collection costs and other charges for delinquencies in payment of such  
13 charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
14 B.R.C. 1981. Nothing in this section shall authorize the commission to set  
15 the times or rates for on-street ~~metered~~-paid parking, or the  
16 fines or penalties for parking infractions specified in Chapter 7-6,  
17 "Parking Infractions," B.R.C. 1981;

18 ...

19 Section 4. The following sections of Chapter 4-18, "Street, Sidewalk and Public Property  
20 Use Permits," B.R.C. 1981, are amended to read as follows:

21 **4-18-2. Public Property Use Permits.**

22 ...

23 (c) Before issuing a permit under this section the city manager shall:

24 ...

25 (3) Consult with the Downtown and University Hill management division and  
parking services to determine the appropriateness of sales activities within  
commercial districts based on the impact to the economic viability of existing  
businesses, the public's use and enjoyment of sidewalks and other public areas for  
patio and cafe seating, amenities, including and not limited to benches, trees, trash  
receptacles, any parking kiosks-payment apparatus or technology, bicycle parking,  
events and the mobility of pedestrians; and

26 ...

27 **4-18-8. Parking ~~Meter~~-Payment Apparatus Hood and Sign Permits.**

1 (a) The city manager may issue revocable permits for the use of ~~meter parking payment~~  
2 ~~apparatus~~ hoods or ~~meter~~ signs to persons upon application under this section and  
3 ~~prepayment of the fees and deposits prescribed by Section 4-20-35, "Parking Meter~~  
4 ~~Payment Apparatus Hood Permit Fees and Deposit," B.R.C. 1981. ~~Meter Parking~~~~  
5 ~~payment apparatus~~ hoods or ~~meter~~ sign permits may be issued for:

6 (b) A permittee may cover with a hood or attach a sign to a ~~meter parking payment apparatus~~  
7 ~~or technology~~ only:

8 (1) Construction ~~meter parking payment apparatus~~ hoods or ~~meter~~ signs:

9 (2) Special activity ~~meter parking payment apparatus~~ hoods or ~~meter~~ signs:

10 (3) Media event ~~meter parking payment apparatus~~ hoods or ~~meter~~ signs:

11 (d) The city manager may place such additional restrictions on eligibility for ~~meter parking~~  
12 ~~payment apparatus~~ hood and ~~meter~~ sign permits, and may place such additional  
13 conditions on the use of such permits, as will, in the manager's opinion, best preserve the  
14 balance between keeping ~~metered-paid~~ parking on public streets available to the general  
15 public and serve the needs of persons who have no practical alternative in carrying out  
16 activities without the capacity to reserve a particular parking space or spaces, and which  
17 are reasonable and in the public interest. Such additional restrictions shall be applied  
18 evenly to all persons similarly situated.

19 (e) The city manager may revoke a permit issued under this section for:

20 (1) Abusing a ~~meter parking payment apparatus~~ hood or ~~meter~~ sign;

21 (2) Any use that violates any provision of this section;

22 (3) Authorizing or acquiescing in the use of a ~~meter parking payment apparatus~~ hood  
23 or ~~meter~~ sign by another person who is not permitted to use a parking ~~meter~~  
24 ~~payment apparatus~~ hood or ~~meter~~ sign;

25 (4) The use of a ~~meter parking payment apparatus~~ hood or ~~meter~~ sign without  
payment of the required fee and deposit; or

(5) Violation of any condition, limitation or restriction placed on the use of the ~~meter~~

parking payment apparatus hood by the city manager at the time it is issued.

(f) Before revoking a permit under this section, the city manager shall follow the procedure prescribed by section 4-1-10, "Revocation of Licenses," B.R.C. 1981.

(g) If the city manager revokes a permit under this section, the manager may impound the meter parking payment apparatus hood or meter sign.

Section 5. The following sections in Chapter 4-20, "Fees," B.R.C. 1981, are amended to read as follows:

**4-20-35. Parking Meter Payment Apparatus Hood Permit Fees and Deposit.**

(a) An applicant for a parking meter payment apparatus hood or dash permit shall pay a fee calculated as follows for a daily, weekly, monthly, or annual permit:

(1) Daily: The maximum hourly street meter paid parking rate anywhere in the city is multiplied by the maximum number of hours any street meter parking payment apparatus or technology is in operation.

(2) Weekly: The daily rate times the maximum number of days any street meter parking payment apparatus or technology is in operation.

(3) Monthly: The weekly rate times four.

(4) Annual: The weekly rate times fifty-two.

(b) An applicant for a parking meter payment apparatus hood permit shall pay a deposit of \$50 per hood or sign, refundable if the hood is returned in substantially the same condition of its issue within five business days after expiration of the permit.

**4-20-49. Neighborhood Parking Permit Fee.**

(a) A zone resident applying for a neighborhood parking permit shall pay \$50.00 for each permit or renewal thereof, except that a resident of the Chautauqua North neighborhood zone shall instead pay \$10.00.

(b) A resident of a neighborhood permit parking zone permit holder may purchase up to two annual visitor permits at \$5 for each permit with the purchase of a neighborhood parking permit. Visitor permits are valid during the resident's annual permit period.

(c) A business applying for a neighborhood parking permit for employees shall pay \$75.00 for each permit or renewal thereof.

(d) An individual who does not reside within the zone applying for a neighborhood parking permit, if permitted in the zone, shall pay \$115.00 ~~38.33~~ for each quarterly monthly

1 commuter permit or renewal thereof.

2 (e) A contractor applying for a temporary permit shall pay \$5 for each permit and such  
3 permit(s) shall be valid for one month.

4 (f) A contractor applying for a mobile vendor permit shall pay \$75 for each annual permit or  
5 renewal thereof.

6 Section 6. The following sections of Chapter 4-23, "Neighborhood Parking Zone  
7 Permits," B.R.C. 1981, are amended to read as follows:

8 **4-23-2. Permit Issuance.**

9 ...  
10 (b) A vehicle displaying a valid permit or, for digital permits, with a valid permit in effect  
11 issued pursuant to this section may be parked in the zone specified in the permit without  
12 regard to the time limits prescribed for the zone.

13 ...  
14 (d) Resident permits issued under this section shall be specific for a single vehicle, shall not  
15 be transferred except as provided by city manager rule or regulation, and shall be  
16 displayed thereon or, for digital permits, valid and in effect only as the manager by  
17 regulation may prescribe. The permittee shall remove the permit from the vehicle or  
18 otherwise cancel the permit if the vehicle is sold, leased or no longer in the custody of the  
19 permittee.

20 (f) The manager shall by regulation set forth how long permits issued under this section are  
21 valid and when they must be renewed. ~~declare when the permit year shall begin for each~~  
22 ~~neighborhood parking permit zone. Permits issued based on new applications submitted~~  
23 ~~during the last month of a permit year shall also be valid for the succeeding permit year.~~  
24 ~~Otherwise there shall be no proration of the fee.~~

25 (h) If ~~the~~ a physical permit or the portion of the vehicle to which a resident permit has been  
affixed is damaged such that it must be replaced, the permittee, upon application therefor,  
shall be issued a replacement at a prorated cost. The manager may require display of the  
damaged permit before a new permit is issued.

1 **4-23-3. Guest Permits.**

2 Residents issued a permit pursuant to this chapter may obtain two two-week permits per  
3 year at no cost for use by houseguests of the permittee. The permit shall be indelibly marked in  
4 the space provided thereon with, or for digital permits shall indicate, the date of its first use. The  
5 permit shall thereafter be valid only for the succeeding thirteen consecutive days. The manager  
6 may by regulation define the circumstances under which additional guest permits may be issued  
7 in cases of reasonable need consistent with residential use of the dwelling. Provided, however,  
8 that no more than a total of six two-week guest permits per year may be issued for any dwelling  
9 unit licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.

7 ...  
8 **4-23-6. Visitor Permits.**

9 (a) ~~Upon the annual purchase of a resident permit, t~~Two annual visitor's passes may be  
10 issued to ~~the permit holder~~ a resident of a neighborhood permit parking zone to be used  
11 on a temporary and transferable basis to accommodate visitors, including without  
12 limitation health care workers, repairmen, and babysitters, who need access to the  
13 residence of the ~~permit holder~~ resident. Use of this pass is limited to those visitors whose  
14 stay will last longer than the time limit posted within the permit zone for parking by the  
15 general public but shall not exceed twenty-four consecutive hours.

13 ...  
14 (c) It is the responsibility of the ~~permittee~~ resident to ensure that this pass never leaves the  
15 zone, and that it is returned to the ~~permittee~~ resident at the end of each day of use. Use of  
16 this pass also falls under the same restrictions as those prescribed by Section 4-23-2,  
17 B.R.C. 1981, and in these regulations.

16 ...  
17 Section 7. The following sections of Chapter 4-27, "News Box Leases and Regulation,"  
18 B.R.C. 1981, are amended to read as follows:

19 **4-27-1. - Legislative Intent.**

20 ...  
21 (b) The city has carefully regulated the placement and form of newspaper distribution  
22 machines on its downtown mall since its inception in 1977 by providing news box banks  
23 onto which publishers of newspapers and other periodicals may install an openable face  
24 plate and their periodicals. These serve to group the machines in a few orderly and  
25 carefully chosen locations, and this has struck an appropriate balance between the  
competing needs for use of mall space and has allowed mall visitors and those who  
would serve them with publications reasonable opportunities to receive and give  
information. However, the mall contains significantly more pedestrian space than do the



1 other streets and sidewalks in the downtown area of the city. The continued vitality of the  
2 city's downtown area has made downtown sidewalks increasingly congested, and thus,  
3 attractive locations for those who wish to disseminate information through newspaper  
4 distribution machines. The legislative record is replete with instances where unregulated  
5 placement of these machines, whether individually or in long phalanxes, have interfered  
6 with access to fire hydrants and parking ~~meters-payment apparatus or technology~~,  
7 blocked access from vehicle parking to the sidewalk, interfered with bus stops, obstructed  
8 views in the corner sight triangle, and most poignantly have added to the difficulties that  
9 persons with mobility problems face in navigating the sidewalk. Further, significant  
10 portions of the downtown are within an historic district, and the unregulated placement  
11 and appearance of proprietary newspaper distribution machines interferes with the  
12 historic appearance of the area and the purposes of the district.

13 ...

14 **4-27-4. - Location of News Box Banks.**

15 (a) The city council finds that the city manager has surveyed the news box district to  
16 determine the locations of existing proprietary newspaper distribution machines, the  
17 locations which are suitable for news box banks, and the appropriate size of each bank.  
18 The manager has used, in evaluating each location, general criteria to determine the effect  
19 on pedestrian and emergency services access on, to and from streets and sidewalks and  
20 public transportation, required maintenance of public facility infrastructure, vehicular  
21 safety and the effect of the location, mass and bulk of news box banks on the streetscape  
22 aesthetics of each block face, and has specifically considered sidewalk width, parking  
23 ~~meter-payment apparatus or technology~~ access, including access by persons with  
24 disabilities, access to bicycle parking, access to fire hydrants, access to bus stops, access  
25 to benches and trash receptacles, maintenance access to street trees, planters, utility and  
signal poles, access generally from the street to the sidewalk and the sidewalk to the  
street, blocking of views at intersections, alleys and driveways, distance from  
intersections and driveways and alleys, distance from buildings and the visibility of  
public art and has determined the appropriate location for news box banks on each block  
face after taking into consideration the current locations and numbers of proprietary  
newspaper vending machines. The council has, after holding a public hearing, considered  
these determinations of the manager, and hereby ratifies them and adopts them as  
reasonable place and manner regulations of news box bank locations which reasonably  
reflect the carrying capacity of the news box district for news boxes within the right-of-  
way. These determinations are included in appendix A of this chapter.

26 ...

27 Section 8. Section 7-1-1, "Definitions," B.R.C. 1981, is amended to read as follows:

28 **7-1-1. Definitions.**

1 (a) The following words and phrases used in this title have the following meanings unless the  
2 context clearly indicates otherwise:

3 *Abandoned vehicle* means any vehicle other than a bicycle that is left in one location on  
4 public property or on private property without the consent of the owner thereof for  
5 twenty-four hours more than the time limited by any signs, ~~meters, pay stations~~ parking  
6 payment apparatus or technology, or pavement markings that apply to that location, or a  
7 continuous period of more than seventy-two hours at any other unregulated location.

8 ...

9 *Parking payment apparatus or technology* means any device or technology used to accept  
10 payment for parking, such as parking meters, pay stations, mobile devices, or other  
11 methods approved by the city manager. ~~meter means a timing device that is used for the  
12 purpose of collecting a fee for parking in a parking space and regulating the time  
13 of parking therein, is activated by the insertion of a coin or token, and such other action  
14 as the device requires, and indicates how much purchased parking time remains.~~

15 ...

16 ~~*Pay station* means a device other than a parking meter that is used for the purpose of  
17 collection of a fee for parking in a parking space and regulating the time  
18 of parking therein, is activated by the insertion of a coin, currency, token,  
19 key, or payment card, depending on the type of device, and such other action as the  
20 device requires for activation. A pay station differs from a parking meter in that it  
21 governs more than two parking spaces, including spaces which are not adjacent to  
22 the station, requires the user to indicate the space for which payment is being made or to  
23 display a printed receipt from the pay station on the dash of the user's vehicle, and does  
24 not necessarily indicate to the user or the public whether or not payment is current for a  
25 particular space.~~

26 ...

27 *Time* means, whenever certain hours are named herein or on any traffic control  
28 sign or parking ~~meter~~ payment apparatus or technology, mountain standard  
29 time or mountain daylight time, depending on the date, as prescribed by state law.  
30 Mountain standard time is coordinated universal time minus seven hours. Mountain  
31 daylight time is coordinated universal time minus six hours.

32 ...

33 Section 9. The following sections in Chapter 7-2, "General Provisions," B.R.C. 1981, are  
34 amended as follows:

35 **7-2-26. - Display of Unauthorized Sign, Signal or Marking Prohibited.**

1 ...

2 (b) No person shall place or maintain upon any traffic control sign or signal or parking ~~meter~~  
3 payment apparatus or technology any advertising.

4 ...

5 **7-2-29. ~~Meter~~Parking Payment Apparatus Tampering Prohibited.**

6 (a) No person shall:

7 (1) Deposit in any parking ~~meter-payment apparatus or technology~~ anything other  
8 than a ~~token-form of payment~~ approved by the city manager or a lawful ~~coin-form~~  
9 of payment of the United States accepted by the parking payment apparatus or  
10 technology;

11 (2) Deposit in any parking ~~meter-payment apparatus or technology~~ any ~~token or coin~~  
12 physical form of payment that is bent, torn, cut, battered or otherwise misshapen;

13 (3) Tamper with or open a parking ~~meter-payment apparatus or technology~~; or

14 (4) Knowingly manipulate a parking ~~meter-payment apparatus or technology~~ in such  
15 a way as to cause it to fail to show the correct amount of unexpired time.

16 (b) The provisions of this section do not apply to public employees on official business  
17 repairing or maintaining the ~~meters~~ parking payment apparatus or technology.

18 ...

19 Section 10. The following sections in Chapter 7-6, "Parking Infractions," B.R.C. 1981,

20 are amended to read as follows:

21 ...

22 **7-6-2. Parking Penalties.**

23 Violations of any of the provisions of this chapter are traffic infractions. Every person who  
24 is convicted of, who admits liability for, or against whom a judgment is entered for such a traffic  
25 infraction shall be fined or penalized according to the following schedule:

26 ...

27 (f) Sections 7-6-16, "Overtime Parking, ~~Meters-Payment Required~~," 7-6-17, "Time Limit,  
28 ~~Meter Parking Payment Required~~," and 7-6-20, "Parking for More Than Seventy-Two  
29 Hours Prohibited," B.R.C. 1981: \$30 for a first violation; \$45 for a second violation

1 within a year, based on date of violation, and \$60 for a third violation within a year,  
2 based on date of first violation.

3 ...

3 **7-6-11. Right Angle Parking Permit.**

4 Notwithstanding the provisions of this chapter, vehicles may be parked at right angles to the  
5 curb for the purpose of loading or unloading merchandise if in accordance with a permit issued  
6 by the city manager. If the city manager provides for such permits by rule or regulation and upon  
7 Upon application therefor in such reasonable form as the manager requires, the manager shall  
8 issue such a permit if the manager finds that no reasonable alternative exists and that traffic on  
9 the street, including sidewalks, will not be unreasonably obstructed considering the frequency,  
10 duration and nature of the parking and of the traffic in the area. The manager may place such  
11 reasonable restrictions on the permit as in the manager's discretion are deemed appropriate to  
12 minimize interference with traffic.

13 ...

11 **7-6-13. Stopping or Parking Prohibited in Specified Places.**

12 ...

13 (b) No vehicle may be parked:

14 ...

15 (8) In a manner that obstructs the commencement or ongoing operation of a public  
16 construction, maintenance, or repair project, or a street closure, after twenty-four  
17 hours' advance notice of the parking prohibition (i) in any location where  
18 permitted parking time is limited by any signs, ~~meters, pay stations~~ parking  
19 payment apparatus or technology, or pavement markings that apply to that  
20 location, or (ii) after seventy-two hours' advance notice of the parking prohibition  
21 at any otherwise unregulated location, and the time the parking prohibition is  
22 effective has been conspicuously posted and reasonable efforts have been made to  
23 maintain notice on the site.

21 (c) The provisions of this section are limited or modified by and are expressly subject to any  
22 payment apparatus or technology, ~~parking meter, pay station~~ or traffic control device  
23 regulating payment, stopping, or parking a vehicle.

23 **7-6-14. Unauthorized Parking Prohibited.**

24 ...

1 (b) For the purposes of this section, there is an implied consent to park in areas set aside for  
2 parking on any private or public property except on property used as a single-family  
3 residence, but such implied consent is deemed revoked with respect to any person who  
4 has parked a vehicle or has allowed a vehicle to remain parked in disregard of or contrary  
5 to the direction or intended function of any of the following:

- 6 (1) A parking attendant, ~~a card or coin-operated gate access control device or~~  
7 technology, or any other means calculated to bar or otherwise control entrance  
8 onto or use of the property by unauthorized vehicles;
- 9 (2) Parking ~~meters or pay stations located on~~ payment apparatus or technology  
10 limiting access to the property;

11 ...  
12 (d) This section does not apply to parking on public streets or to parking regulated by  
13 Sections 7-6-13, "Stopping or Parking Prohibited in Specified Places," 7-6-15, "Overtime  
14 Parking, Signs," 7-6-16, "Overtime Parking, ~~Meters Payment Required~~," 7-6-17, "Time  
15 Limit, ~~Meter Parking Payment Required~~," 7-6-18, "Parking in Space Required," 7-6-22,  
16 "Parking in Handicapped Space Prohibited," or 7-6-25, "Parking in City Employee Lot  
17 Prohibited," B.R.C. 1981, unless located in the Chautauqua leasehold area as defined in  
18 Section 4-30-2, "Definitions," B.R.C. 1981.

19 **7-6-15. Overtime Parking, Signs.**

20 (a) When a traffic control sign is in place giving notice thereof, or a parking attendant, ~~a card~~  
21 ~~or coin-operated gate access control device or technology~~, or any other means calculated  
22 to bar or otherwise control entrance onto or use of the property by unauthorized vehicles  
23 is in place with a sign giving notice thereof, no vehicle shall remain parked for longer  
24 than the time designated thereon on any day except Sundays and holidays unless Sunday  
25 and holiday restrictions are required by regulation promulgated by the city manager  
pursuant to Chapter 1-4, "Rulemaking," B.R.C. 1981.

(b) When a traffic control sign is in place giving notice thereof, or a parking attendant, ~~a card~~  
~~or coin-operated gate access control device or technology~~, or any other means calculated  
to bar or otherwise control entrance onto or use of the property by unauthorized vehicles  
is in place with a sign giving notice thereof, within a neighborhood permit parking zone  
established pursuant to Sections 2-2-15, "Neighborhood Permit Parking Zones," or 2-2-  
21 "Chautauqua Parking Management Plan," B.R.C. 1981, no vehicle shall remain parked  
22 for longer than the time specified unless a valid permit for that zone, has been issued  
23 pursuant to Chapter 4-23, "Neighborhood Parking Zone Permits," or 4-30, "Chautauqua  
24 Parking Zone Permits" B.R.C. 1981, and such permit is either displayed continuously and  
25 properly on the vehicle or, for digital permits, is otherwise valid and in effect. ~~is~~  
~~continuously displayed in the proper position on such vehicle. In addition:~~

- (1) ~~If the notice limits parking within the zone to no more than a specified length of~~  
~~time within the zone during any specified period of time, then no vehicle shall be~~

1           ~~parked anywhere within the zone in violation of that restriction without a proper permit properly displayed.~~

2           (2) ~~— If the notice prohibits parking within the zone, then no vehicle shall be parked~~  
3           ~~within the zone without a proper permit properly displayed.~~

4           (c) ~~— Notwithstanding Subsection (b), the city manager may provide for the enforcement of~~  
5           ~~overtime parking and permits with technology that does not require the display of a~~  
6           ~~permit.~~

7           **7-6-16. Overtime Parking, Meters Payment Required.**

8           (a) ~~— No vehicle shall be parked in a space regulated by a parking meter when no unexpired~~  
9           ~~time is displayed on the meter except during those times indicated on the meter when no~~  
10           ~~time need be displayed or when the vehicle is displaying a valid handicapped parking~~  
11           ~~permit in accordance with subsection 2-2-11(f), B.R.C. 1981, and regulations issued~~  
12           ~~thereunder.~~

13           (b) No vehicle shall be parked in a space regulated by a pay station parking payment  
14           apparatus or technology except during the time purchased from the pay station, ~~except~~  
15           ~~during those times indicated on the pay station when no time need be displayed~~ when the  
16           parking payment apparatus or technology indicates no time needs to be displayed, or  
17           when the vehicle is displaying a valid handicapped parking permit in accordance with  
18           subsection 2-2-11(f), B.R.C. 1981, and regulations issued thereunder. If the ~~pay station~~  
19           parking payment apparatus or technology requires that a receipt be displayed on the  
20           vehicle, no vehicle shall be parked in a space regulated by a ~~pay station parking payment~~  
21           apparatus or technology without displaying a receipt showing unexpired time on the  
22           dashboard of the vehicle, face up, in a position where it may readily be read from outside  
23           the vehicle.

24           **7-6-17. Time Limit, Meter Parking Payment Required.**

25           (a) No vehicle shall remain parked in a space regulated by a ~~parking meter parking payment~~  
                  apparatus or technology for longer than the maximum time that can be purchased ~~on the~~  
                  ~~meter~~ at one time, except during those times indicated on the ~~meter parking payment~~  
                  apparatus or technology when no time need be displayed or when payment is not  
                  required.

                  (b) ~~— No vehicle shall remain parked in a space regulated by a pay station for longer than the~~  
                  ~~maximum time that can be purchased from the station at one time, except during those~~  
                  ~~times indicated on the station for which payment is not required.~~

**7-6-18. Parking in Space Required.**

                  Every vehicle parked in a ~~metered paid~~ parking zone, a parking space governed by a ~~pay~~  
                  ~~station parking payment apparatus or technology,~~ or in a parking lot of a public authority shall be  
                  parked entirely within one individual parking space as indicated by traffic control markings.

1 **7-6-19. Applicability of Certain Parking Limits.**

2 The provisions of Sections 7-6-15, "Overtime Parking, Signs," 7-6-16, "Overtime Parking,  
3 ~~Meters Payment Required,~~ 7-6-17, "Time Limit, ~~Meter Parking Payment Required,~~ and 7-6-18,  
4 "Parking in Space Required," B.R.C. 1981, apply to parking in lots owned or operated by the  
5 City, including those of any general improvement district established pursuant to Chapter 8-4,  
6 "General Improvement Districts," B.R.C. 1981, and to ~~metered parking, pay station regulated~~  
7 parking regulated by payment apparatus or technology and free but time-limited parking on  
8 streets.

7 **7-6-25. Parking in City Employee Lot Prohibited.**

- 8 (a) No vehicle shall be parked in a city employee parking lot except one ~~bearing a valid~~  
9 ~~parking sticker or parking tag displaying a valid permit or, for digital permits, with a~~  
10 valid permit in effect that has been issued by the city manager and in accordance with the  
11 manager's administrative instructions or one owned by the city.
- 12 (b) *City employee parking lot* means any lot designated by sign as city employee parking.

12 **7-6-26. Hooded Parking ~~Meter~~ Apparatus.**

- 13 (a) No person shall place any hood, sack, or covering or any sign restricting use of any  
14 parking ~~meter head payment apparatus or technology~~ over, upon, or around any parking  
15 ~~meter head payment apparatus or technology~~, remove any parking ~~meter payment~~  
16 apparatus hood or sign or otherwise indicate or show that the parking regulations of the  
17 city are suspended, without first obtaining a permit therefor from the city manager under  
18 Section 4-18-8, "Parking ~~Meter Payment Apparatus~~ Hood and Sign Permits," B.R.C.  
19 1981. The penalty for violation of any provision of this subsection is a fine of not less  
20 than \$10 nor more than \$100.
- 21 (b) No vehicle shall be parked ~~at in a space regulated by~~ a hooded or signed parking ~~meter~~  
22 payment apparatus or technology except one authorized under a permit issued under  
23 Section 4-18-8, "Parking ~~Meter Payment Apparatus~~ Hood and Sign Permits," B.R.C.  
24 1981.

21 **7-6-28. Bicycle Parking.**

- 22 (a) No person shall park a bicycle or electric assisted bicycle in such a way as to:

- (3) Lock the bicycle to a tree, parking ~~meter post payment apparatus or technology,~~ or pay station serving a space designated for handicapped parking, or fire hydrant;

...

Section 11. The following sections in Chapter 7-7, "Towing and Impoundment," B.R.C.

1981, are amended to read as follows:

...

**7-7-2. Authority of City to Impound Vehicle.**

- (a) A peace officer is authorized to remove or cause to be removed a vehicle from any public or private property when:

...

- (3) A vehicle is found unattended and situated in a manner that obstructs the commencement or ongoing operation of a public construction, maintenance, or repair project, or street closure and:

- (A) In any location where permitted parking time is limited by any signs, ~~meters, pay stations parking payment apparatus or technology,~~ or pavement markings that apply to that location, twenty-four hours' advance notice of the parking prohibition, the time the parking prohibition is effective has been conspicuously posted and reasonable efforts have been made to maintain notice on the site; or

- (B) In any otherwise unregulated location, seventy-two hours' advance notice of the parking prohibition, the time it is effective, and that the vehicle will be towed away at the owner's expense has been conspicuously posted and reasonable efforts have been made to maintain notice on the site;

...

- (9) Parking on public property.

...

- (B) A vehicle has been found parked at a ~~metered~~ parking space for which payment is required on a street or a ~~metered~~ parking space for which payment is required in a public parking lot for twenty-four hours or more than the time limited by any signs, ~~meters, pay stations parking payment apparatus or technology,~~ or pavement markings that apply to that location, or for seventy-two or more hours at any otherwise unregulated location



without being moved, there is a warning on the parking ~~meter-payment~~  
apparatus or technology or a sign which indicates that such a vehicle may  
be towed, and the person in possession of the vehicle is not present or is  
unwilling or unable to provide for its immediate removal;

...  
**7-7-3. Abandoned and Inoperable Vehicle.**

(a) Any vehicle left in one location upon any public property or on any private property,  
without the consent of the property owner, for twenty-four hours or more than the time  
limited by any signs, ~~meters, pay stations~~payment apparatus or technology, or pavement  
markings that apply to that location, or for a continuous period of more than seventy-two  
hours at any otherwise unregulated location, constitutes an abandoned vehicle, which is a  
public nuisance. Proof that the vehicle's odometer shows movement of no more than two-  
tenths of a mile during a period of at least twenty-four hours after the time limited by any  
signs, ~~meters, pay stations~~parking payment apparatus or technology, or pavement  
markings that apply to that location, or at least seventy-two hours at any otherwise  
unregulated location, shall constitute prima facie evidence that the vehicle was left in one  
location.

...  
Section 12. Section 8-5-4, "Permit Application," B.R.C. 1981, is amended to read as

follows:

**8-5-4. Permit Application.**

An applicant for a permit to work in the public right-of-way or public easement under  
this section shall file a written application on a form provided by the city manager that includes  
the following:

(a) The date of application; the name and address of the applicant; the name and address of  
the developer, contractor, or subcontractor licensed to perform work in the public right-  
of-way; the exact location of the proposed work; the type of existing public  
infrastructure, including, without limitation, street pavement, curb and gutter, sidewalks,  
bicycle facilities, transit facilities, ~~parking meters or kiosks~~payment apparatus or  
technology, traffic signs, or pavement markings or utilities impacted by the work; the  
purpose of the proposed work; the dates for beginning and ending the proposed work; the  
measurements, quantities, itemization and total cost, including labor and materials, of the  
construction improvements and excavations for improvements that are to be owned and  
operated by the City of Boulder; and type of work proposed.

1           Section 13. This ordinance is necessary to protect the public health, safety, and welfare  
2 of the residents of the city, and covers matters of local concern.

3           Section 14. The city council deems it appropriate that this ordinance be published by title  
4 only and orders that copies of this ordinance be made available in the office of the city clerk for  
5 public inspection and acquisition.

6  
7           INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
8 TITLE ONLY this 1<sup>st</sup> day of August 2024.

9  
10  
11  
12           Attest:

\_\_\_\_\_  
Aaron Brockett,  
Mayor

13  
14           \_\_\_\_\_  
Elesha Johnson,  
City Clerk

15  
16           READ ON SECOND READING, PASSED AND ADOPTED this 15<sup>th</sup> day of August  
17 2024.

18  
19  
20  
21           Attest:

\_\_\_\_\_  
Aaron Brockett,  
Mayor

22  
23           \_\_\_\_\_  
Elesha Johnson,  
24 City Clerk

STANDARD (NON-EMERGENCY) REGULATION/RULE

~~2-2-15.A(22)~~

RULE ESTABLISHING NEIGHBORHOOD PERMIT PARKING ZONE REGULATIONS

BRC Sections that are the subject of this Rule: 2-2-15, “Neighborhood Permit Parking Zones,” 2-2-21, “Chautauqua Parking Management Plan,” and Chapter 4-23, “Neighborhood Parking Zone Permits” B.R.C. 1981

1. This Rule is effective on November 1, 2024.
2. This Rule incorporates the guidance, requirements, rules and regulations shown in **Attachment A**.
3. These regulations implement the Neighborhood Permit Parking Zones provisions of Sections 2-2-21 and 2-2-15 and Chapter 4-23, B.R.C. 1981.
4. To the extent only of any conflict, this Rule repeals any conflicting Rules or parts of Rules, including, without limitation, Rule 2-2-15.A.(22).

\*\*\* NOTICE TO THE PUBLIC \*\*\*

**Rule** \_\_\_\_\_

As adopting authority, on \_\_\_\_\_ the Boulder City Manager, filed with the city clerk a Rule proposing to amend the Neighborhood Permit Parking Zone Regulations to update certain administrative references to physical permits, when the permit year should begin for each Neighborhood Parking Program (NPP) zone, and the permit term length for commuter and contractor permits. These proposed amendments aim to enhance flexibility and streamline the administration of parking permits by allowing for digital permits, rolling expiration dates, and the purchase of monthly commuter permits.

Copies of the Rule are available for public review in Central Records at the Penfield Tate II Municipal Building, 1777 Broadway, 2nd floor. You must contact Central Records at [CentralRecords@BoulderColorado.gov](mailto:CentralRecords@BoulderColorado.gov), or 303-441-3043, to make an appointment to review this Rule or to have a copy sent to you.

The public has a right to submit written comments on the proposed rule for 15 days from the date of this publication (\_\_\_\_\_). Please direct written comments to:

Samantha Bromberg  
Community Vitality Department  
1500 Pearl Street, Suite 302  
Boulder, CO 80302  
[brombergs@bouldercolorado.gov](mailto:brombergs@bouldercolorado.gov)

For more information, visit <https://www.access4boulder.com/learn-more>.

If no written comments are received, the Rule will become final when the time for comments has passed.

**STANDARD (NON-EMERGENCY) RULE SIGNATURE PAGE**

RULE ESTABLISHING NEIGHBORHOOD PERMIT PARKING ZONE REGULATIONS

**Originating Department – B.R.C. Section Granting Rulemaking Authority:**

Sections 2-2-15(e), 4-1-12, 4-23-2(f), and 4-23-3, B.R.C. 1981

**City Attorney’s Office – Approval as to form and legality:**

The proposed Rule was approved as to form and legality for adoption on \_\_\_\_\_  
(date).

Signature: \_\_\_\_\_

**City Manager / Adopting Authority – Approval as to substance**

The proposed Rule was approved as to substance prior to publication and three copies were filed with the  
City Clerk on \_\_\_\_\_ (date).

Adopting Authority Signature: \_\_\_\_\_

**City Clerk Publication:**

The public notice will be published in the Daily Camera on \_\_\_\_\_ (date), starting a 15-  
day written comment period ending on \_\_\_\_\_.

\_\_\_No comments were received. The proposed Rule is in effect as of November 1, 2024.

City Clerk Signature: \_\_\_\_\_

**City Manager / Adopting Authority - Comment Review/Effective Date:**

\_\_\_ Written comments were received for this Rule, and no change has been made. The Rule is in effect as  
of \_\_\_\_\_.

\_\_\_ Written comments were received for this Rule. The Rule was amended and returned to the City  
Attorney’s Office for review on \_\_\_\_\_. The Rule is effective on \_\_\_\_\_  
following approval of the City Attorney.

City Attorney approval                      Date: \_\_\_\_\_

Signature: \_\_\_\_\_

\_\_\_ Written comments were received for this Rule. The Rule has been amended and will be republished.

Adopting Authority Signature: \_\_\_\_\_

## ATTACHMENT A

### NEIGHBORHOOD PERMIT PARKING ZONES REGULATIONS

These regulations implement the Neighborhood Permit Parking Zones provisions of Section 2-2-15, Section 2-2-21, and Chapter 4-23, B.R.C. 1981.

#### I. General Guidelines

- (a) The Neighborhood Permit Parking (NPP) Program restrictions are primarily intended to address issues of resident access and use of street parking in residential areas. Parking restrictions are not considered an effective or primary means of addressing other types of neighborhood issues.
- (b) Permit parking restrictions should not be applied if cheaper, simpler solutions are found.
- (c) Permit parking restrictions will only be implemented if the residents affected support the proposed zone.
- (d) The baseline restrictions on parking without a permit in an NPP zone will be no more than two hours without moving the vehicle from 9:00 a.m. to 5:00 p.m., Monday through Friday, holidays excepted. Departures from this baseline may include:
  - (1) Nighttime restrictions which limit all parking to permit holders only during evening hours.
  - (2) Saturday restrictions which extend the basic parking restrictions for the zone to Saturdays.
  - (3) Sunday restrictions which extend the basic parking restrictions for the zone to Sundays.
  - (4) Extending nighttime restrictions beyond 5:00 p.m.
  - (5) Holiday restrictions when indicated in the particular NPP zone.
  - (6) "Color Code" restrictions. This restriction prohibits a vehicle without a permit from being parked within such a zone at more than one place and for more than one allowed period of time. For instance, if a zone allowed two hours of parking, a vehicle which had been parked for two hours or any fraction of two hours could not be parked again anywhere within that zone during the times that restrictions are in effect on that day. This option might be used if people were using the zone for long term parking by moving the vehicle every two hours.
  - (7) The beginning and ending time for this restriction may be varied.

- (8) Paid parking may be implemented in an NPP, which would require payment for parking during the enforced hours for all except NPP permit holders of the particular NPP zone.
- (9) Paid parking may be implemented in addition to “color code” restrictions in the case of severe residential access issues. This restriction would require payment for parking up to the allowed period of time and would prohibit a vehicle without a permit from being parked within such a zone at more than one place and for more than the allowed period of time.
- (10) Seasonal restrictions when indicated in the particular NPP zone.
- (11) The length of time a vehicle without a permit may be parked within a zone may be decreased or increased from two hours.

## **II. Criteria for Assessing Proposed Zone**

- (a) Priority Based Neighborhood Access Management Strategy, also known as Residential Access Management Program (RAMP): The city manager, through the Director of Community Vitality and the Director of Transportation & Mobility will conduct an annual study of the entire city by zone or neighborhood based on Key Metrics such as parking occupancy, trip generation, and access to other modes of transportation to determine if a neighborhood permit parking zone should be established, altered, or deleted in a neighborhood and what it’s boundaries should be. Key Metrics will be evaluated, to assess the need for a zone, the type of restrictions that should be applied, the number of commuter permits to be sold, if any, the zone boundaries, and other details of zone design including, but not limited, to altering or deleting a zone, and a customized management approach will be implemented based on the individual characteristics of the neighborhood and spillover generator.

The city manager may accept eligible applications year-round and evaluate them on an annual basis subsequent to completion of the study. Threshold eligibility for applications is determined by whether the location falls within an approved location based on the Priority Based Neighborhood Access Management analysis and signed by 25 adult residents of a neighborhood proposing a neighborhood permit parking zone. The study will be conducted annually throughout the calendar year, and petitions will be accepted during the fourth quarter of the calendar year for consideration of implementation the following year.

- (b) The following general factors may be considered by the city manager in the analysis of whether to pursue creation, alteration, and removal of a zone.
  - (1) The city manager may consider the cost and availability of alternative parking (within the immediate vicinity of the proposed zone,) and the availability, proximity, and convenience of transit service.

- (2) The city manager may consider the extent to which a zone may impact adjacent neighborhoods and areas and may recommend implementation of additional measures to mitigate these spillover parking or displaced parker impacts.
  - (3) A petition signed by no less than 25 adult residents from no less than five households has been received and the addresses of those adult residents verified. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (c) In addition to the factors specified above and in subsection 2-2-15(b), B.R.C. 1981, the following are considerations to be used in determining whether to designate an area as a neighborhood permit parking zone and what its boundaries shall be, or alter an existing neighborhood permit parking zone:
- (1) At least one block face with some residential street frontage should meet these criteria:
    - (A) For the purposes of the City of Boulder Neighborhood Permit Parking program, a block-face shall be defined in one of the following three manners, governed by the location of addresses relevant to the boundaries of each parking zone:
      - (i) 100 block includes all lots on a full or partial block in which all addresses orient to the same street and share a numeric sequence.
      - (ii) corner to corner includes those lots oriented to the same street and sharing a numeric sequence when either or both of the corner lots orient to a crossing street. For example, if 15<sup>th</sup> street is an NPP block, and there is a corner lot which faces both 15<sup>th</sup> street and Baseline Road, and Baseline Road is not an NPP block, that corner property would be eligible to be part of the NPP program even if their address was listed on Baseline Road.
      - (iii) One side of a street between two adjacent perpendicular roadways, or a dead-end street or cul-de-sac broken up based on the city addressing system and numerical progression of the lots as if they were on traditional blocks.
    - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 85% occupancy during at least eight sampled times between 9:00 a.m. and 5:00 p.m. of a weekday selected by the traffic engineer. Departures from the baseline include:
      - (i) Weekend days when occupancy regularly exceeds 85% based on the determined data sampling schedule.



- (ii) Nighttime beyond 7:00 p.m. when occupancy regularly exceeds 85% based on the determined data sampling schedule.
  - (iii) Seasonal trends where in select seasons occupancy regularly exceeds 85% based on the determined sampling schedule.
  - (C) At least 25% of on-street parked vehicles during a period selected by the traffic engineer for study are determined to belong to registered owners who reside outside of the study area.
- (2) If determining which other block faces may be included in the zone, staff may consider if the following criteria are met:
- (A) They are directly contiguous to the area at (1) above or are indirectly contiguous through each other, and
  - (B) The number of legal on-street parking spaces occupied by parked vehicles on each block face exceeds a 60% occupancy during at least three hours between 9:00 a.m. and 5:00 p.m. on a weekday selected by the traffic engineer, and
  - (C) The requirements of (1)(C) above are met, or
  - (D) If, in the opinion of the traffic engineer, posted legal restrictions on parking, including without limitation prohibitions on parking, on any block face render these survey methods invalid as indicators of the extent of the parking problems faced by residents or businesses located on such a block face, the traffic engineer may deem such block face to have met these criteria if the block face immediately across the street meets the criteria.
- (3) The zone as a whole is:
- (A) Primarily zoned RH, RM, RL, or MU or a combination thereof, and block faces or areas to be included which are not so zoned are predominantly residential in nature.
  - (B) Not located across a geographic barrier of a type which would serve to limit pedestrian movement, including, but not limited to, four lane arterial streets, major arterial streets which server as a pedestrian barrier, major drainage ways, and major ridges.
- (d) Criteria for adding block faces to an existing zone:
- (1) Each block face should be contiguous to the existing zone directly or through other added block faces.
  - (2) Each added block face should meet the criteria of (c)(2) above.

- (3) Addition of the block face will not violate the criteria of (c)(3).
- (4) The procedure for adding block faces to an existing zone shall be the same as the procedure for creating a zone but the request need contain at a minimum 25 signatures from no less than five individual households per block face or 100% resident consent, whichever is the lesser amount. To verify the addresses of the residents, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted to verify addresses.
- (e) If it appears from public testimony at the Transportation Advisory Board meeting or council meeting where the zone is under consideration, that there is no consensus on neighborhood support for a proposed zone, the city manager may require further evaluation aimed at determining whether resident support for the proposed zone exists.
- (f) Removal of zone. The city manager shall monitor the program on a regular basis and annually provide City Council with a report on the Residential Access Management Program. If any established Neighborhood Permit Parking Zone in the program does not meet the approved Key Metrics for three consecutive years, it may be identified by staff for termination. If a block face has been removed, it may not be reintegrated in a zone for two years. The city manager is not required to remove any part of a zone if it is not in the public interest to do so. The city manager may remove any part of a zone by following the zone creation process without the requirement of a petition.

### **III. Criteria for Applying Parking Restrictions within Zones**

- (a) NPP restrictions will be applied area by area and tailored to the particular needs and attributes of each zone.
- (b) A color-code restriction may be applied in residential areas if the city manager believes that a traditional time limit will not effectively limit long term parking in that area.
- (c) The following guidelines apply to use of nighttime, holiday, Saturday, and Sunday parking restrictions:
  - (1) The city manager may exempt certain short term or once a year civic events from nighttime/Saturday or Sunday restrictions, including but not limited to events such as the December Lights Parade, Fall Festival, and the Boulder Creek Festival.
  - (2) Weekend or seasonal restrictions may be enacted in residential areas abutting or adjacent to certain public and community uses, including but not limited to public parks, and other large site parks and Open Space lands (including trail access points) with considerations for public access accounted for in a corresponding Transportation Demand Management ("TDM") plan. These restrictions may be

seasonal in nature, based on access needs. Nighttime restrictions may be imposed in residential areas as determined based on access needs.

Pursuant to Section 2-2-21, B.R.C. 1981, a Chautauqua Parking Management Plan shall control the Chautauqua leasehold area and adjacent areas.

- (3) TDM Plan - Staff should undertake a full assessment of potential impacts on affected nonresident users, including but not limited to an assessment of the availability of alternative parking and the availability of transit and other multimodal service (proximity, hours and frequency of operation) before the decision to implement nighttime or weekend restrictions. The restrictions should be reconsidered in circumstances where such impacts cannot be remedied by any reasonable means or at a reasonable cost.
- (4) Nighttime and weekend restrictions proposed for block faces where daytime commuter permits are also available will specifically exempt commuter permits from the posted restriction.
- (5) Residential areas abutting or adjacent to public and community uses will be studied by a cross-departmental team with representatives from Transportation & Mobility, Community Vitality, and the corresponding city department (for example, Open Space & Mountain Parks department) to recommend appropriate TDM strategies in concert with any parking restrictions. Recommended strategies will be presented to the Transportation Advisory Board for feedback, along with the corresponding board or commission associated with the relevant department (for example, Open Space Board of Trustees).

#### IV. Permits

- (a) Applications for neighborhood parking permits shall be made ~~on the attached form or~~ through the City of Boulder parking services [website portal](#).

- (b) Residential Permit.

- (1) Unless there is evidence to the contrary, the city manager will accept a lease, a vehicle registration, or a voter registration naming the applicant as proof of residence within the zone if the document so indicates. Subject to the city manager's discretion, other documents of equivalent reliability may be accepted. If the vehicle registration is not under the applicant's name, a notarized statement from the registered owner of the vehicle stating that the applicant is using the vehicle with the permission of the registered owner, together with a copy of proof of ownership in the person claiming to be the registered owner, as proof that the vehicle is lawfully in the custody and control of the applicant. The city manager may accept other documents of equivalent reliability. If voter registration is provided, then the vehicle registration address must match the address from the voter registration.

- (2) [Permits are valid for one calendar year from the purchase date. Residential permits may be renewed once without providing the required documentation for a new permit so long as payment has been received, the applicant has not moved, and the](#)

vehicle continues to be registered in good standing with the Colorado Department of Motor Vehicles.

- (3) A residential permit can be transferred only in the case of a new vehicle purchase, temporary use of a rental car, or when the same vehicle has a new license plate. These transfers must be updated by the permittee and approved by the City.
- (4) The permittee shall relinquish the permit by providing written notification to the city manager, or returning the physical permit if applicable, if the vehicle is sold, leased or no longer in the custody of the permittee.
- ~~(4)~~(5) Qualified low-income residents can apply for a discounted rate of 50% off the residential parking permit cost. Unless there is evidence to the contrary, the city manager will accept as proof of low-income eligibility, a County of Boulder explanation of benefits letter detailing enrollment within the most recent calendar year in one the following income- based programs: the Child Care Assistance Program (CCAP), Health First Colorado, and the Supplemental Nutrition Assistance Program (SNAP); or proof of enrollment within the most recent calendar year in a City of Boulder income-based program such as the Child Care Subsidy (CCS) program, Family Resource Schools (FRS), or the Food Tax Rebate program.

(c) Nonresidential Permits.

- (1) Commuter Permits. Commuter permits, if available within an NPP zone, are issued on a first come first served basis. Renewals of commuter permits occur monthly. If a permit is not renewed one week after its expiration, it will be released for purchase by another applicant. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.
- (2) Business Employee Neighborhood Parking Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership tax report as proof of address within the zone. Additionally, the city manager requires a current City of Boulder Sales Tax License, the most recent Colorado Unemployment Report, and the vehicle registration of those vehicles to be included on the business permit. Permits are valid for one calendar year from the purchase date.
- (3) Mobile Vendor Permit. Unless there is evidence to the contrary, the city manager will accept a current lease or Boulder County Ownership Tax report. The city manager requires the City of Boulder Sales Tax license, the most recent Colorado Unemployment Report, and the vehicle registration. Permits are valid for one calendar year from the purchase date.
- ~~(3)~~(4) Contractor Permits. Upon the purchase of a temporary permit by a contractor, such permit(s) shall be valid for one month. Unless there is evidence to the contrary, the manager will accept a copy of the Building Permit, Right of Way Permit (ROW), or Contract on business letterhead signed by all parties if there is no requirement for a Building or ROW Permit. In determining whether to issue additional contractor permits the city manager shall consider the purposes of the permit system

in determining whether or not granting the permit will be detrimental to the goals of the permit system.

~~(b)(d) Applicants with vehicles that have parking ticket(s) older than 14 days from the violation date set forth on the ticket must pay the violation fees prior to being issued any parking permit. Qualified low income residents can apply for a discounted rate of 50% off the residential parking permit cost. Unless there is evidence to the contrary, the city manager will accept as proof of low income eligibility, a County of Boulder explanation of benefits letter detailing enrollment within the most recent calendar year in one the following income based programs: the Child Care Assistance Program (CCAP), Health First Colorado, and the Supplemental Nutrition Assistance Program (SNAP); or proof of enrollment within the most recent calendar year in a City of Boulder income based program such as the Child Care Subsidy (CCS) program, Family Resource Schools (FRS), or the Food Tax Rebate program.~~

## V. Display of Permit

- (a) Any permit issued by the city manager must be displayed or, for digital permits, valid and in effect per guidelines addressed in the permit application.
- (b) Enforcement staff may utilize License Plate Reader-Recognition technology to verify vehicles permitted or payment status.

## VI. Additional Guest Permits

- (a) Upon special application the city manager may issue two two-week guest permits to residents of a zone. The applicant shall affirm that the house guest is temporarily residing in the applicant's home as a guest and is not paying rent.
- ~~(b) Additional guest permits, beyond the two included permits, may be purchased for use by guests at social gatherings at the applicant's home. Such gatherings must be entirely unrelated to a home occupation and must be of the sort normally associated with residential use. Permits will not be issued for more than 12 such gatherings in any permit year. Additional guest permits will have an associated cost and be subject to additional restrictions. In determining whether to issue an additional house guest permit the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.~~

(b) \_\_\_\_\_

(e) \_\_\_\_\_

- (c) Upon the annual purchase of a resident permit, two Two annual visitor's permits can be purchased by the a resident of a zone permit holder to be used on a temporary and transferable basis to accommodate visitors, including without limit, health care workers, repair persons, and babysitters, who need access to the residence of the permit holderresident. Use of this pass is limited to those visitors whose stay will last longer than the time limit posted within the permit zone for parking by the general public but shall not exceed 24 consecutive hours. Use of the pass is valid only while the visitor is on the residential premises. No more than two such permits will be issued per residence per year. It is the responsibility of the permittee resident to ensure that ~~the pass never leaves the~~

zone, and that it is returned to the permittee resident or otherwise relinquished at the end of each day of use. Use of the pass also falls under the same restrictions as those prescribed by Section 4-23-2, B.R.C. 1981, and in these regulations.

~~Upon the purchase of a temporary permit by a contractor, such permit(s) shall be valid for one month. Unless there is evidence to the contrary, the manager will accept a copy of the Building Permit, Right of Way Permit (ROW), or Contract on business letterhead signed by all parties if there is no requirement for a Building or ROW Permit. In determining whether to issue additional contractor permits the city manager shall consider the purposes of the permit system in determining whether or not granting the permit will be detrimental to the goals of the permit system.~~

## VII. Basis for Allocating Commuter Permits

Commuter permits, if available within an NPP zone, are issued on a first come first served basis. Renewals of commuter permits occur on a quarterly basis. If a permit is not renewed one week after the expiration it will be released for purchase. This process will be followed unless some other fair and equitable method of allocation is specified for a specific zone as part of the zone creation process. No individual shall have more than one commuter permit anywhere in the city at any one time. No one who resides within a zone may receive a commuter permit within that zone.

## VIII. Program Monitoring

Pursuant to the provisions of Subsection 2-2-15(f), B.R.C., 1981, the city manager will annually provide City Council with information in the following areas:

- (a) The status of the Residential Access Management Program in general, including:
  - (1) A report or online dashboard which indicates the status of the current Neighborhood Permit Parking Zones and whether they meet key performance indicators.
  - (2) A report on newly identified areas of study and whether any neighborhoods met the key performance indicators for implementation of an NPP or inclusion in a TDM study, and if any community requests were received.
  - (3) A report on program revenue and expenditures, including how many and where commuter permits have been sold in each zone.
  - (4) An examination of the relationship between the NPP program and parking supply and demand in adjacent areas of the city, including the cost and availability of adjacent alternative parking.
  - (5) The status of other replacement strategies (parking and alternative modes), including:
    - (A) Estimated increases in alternative modes use.
    - (B) The advent (provision) of any new transit service (public or private) or alt modes facilities.
    - (C) Use of remote lot parking.

- D) The status of new parking structures.
- (6) A report on the enforcement of NPP zones.
- (b) The status of specific NPP zones, including:
  - (1) A report on any significant spill-over parking into peripheral or other areas.
  - (2) A report on zone restrictions and how well they work to address the identified parking concerns, including any recommended adjustments.
  - (3) A report on how many, if any, zone block faces experience parking occupancy patterns that trigger the requirement to lower the number of commuter permits sold on that block face as specified in subsection 4-23-2(j), B.R.C., 1981.
- (c) The city manager may utilize License Plate [Reader Recognition](#) technology to collect data used to monitor the program. If the city manager hires a consultant, a data retention agreement will be required. Data will be analyzed and returned to the city in aggregated report form, and no identifying information (the license plates) will be maintained by the consultant. Once the city receives the report and provides final approval, the consultant will be required to purge the raw reads.
- (d) Data retention – The city manager shall not release or permit the inspection or copying of images that are evidence required to prove a violation taken by license plate recognition technology, camera radar or red-light camera for other than law enforcement purposes, unless directed to do so by subpoena from a court of competent jurisdiction, or as part of litigation or threatened litigation involving the city. But such images shall be available to the owner of any vehicle and to the driver of any vehicle depicted in any such image. Images taken by license plate recognition technology that are determined to not be evidence required to prove a parking violation shall not be released or be permitted to be inspected or copied and shall be purged on a regular schedule adopted by the city manager.



**CITY OF BOULDER  
CITY COUNCIL ITEM ADDENDUM**

**MEETING DATE: August 15, 2024**

**AGENDA ITEM**

3.B.

Second reading and consideration of a motion to adopt Ordinance 8642 amending Section 1-2-1, “Definitions,” Title 2, “Government Organization,” Title 4, “Licenses and Permits,” Title 7, “Vehicles, Pedestrians, and Parking,” and Section 8-5-4, “Permit Application,” B.R.C. 1981, to modernize terminology to be consistent with new parking management technology; and setting forth related details.

**PAGE NUMBER**

Page 9 of 2<sup>nd</sup> rdg Amended Proposed Ordinance 8642 line 1 to 6  
Section 4-23-3, “Guest Permits,” B.R.C. 1981.

**DESCRIPTION**

Within the *Analysis* section of the agenda memo for this item, it states in the first paragraph of the subheading “*Permit Administration Updates*”, that one of the proposed updates is “allowing NPP zone residents to purchase guest and visitor permits even if the residents do not own a vehicle.”

To effectuate this proposed change, additional amendments to Section 4-23-3 are needed that allow residents to get guest permits even if the residents do not have a car. These minor, but necessary, amendments were overlooked in previous versions of Proposed Ordinance 8642. The additional amendment is highlighted in yellow.



#### 4-23-3. Guest Permits.

Residents ~~of a zone issued a permit pursuant to this chapter~~ may obtain two two-week permits per year at no cost for use by houseguests of the resident permittee. The permit shall be indelibly marked in the space provided thereon with, or for digital permits shall indicate, the date of its first use. The permit shall thereafter be valid only for the succeeding thirteen consecutive days. The manager may by regulation define the circumstances under which additional guest permits may be issued in cases of reasonable need consistent with residential use of the dwelling. Provided, however, that no more than a total of six two-week guest permits per year may be issued for any dwelling unit licensed pursuant to Section 10-11-3, "Cooperative Housing Licenses," B.R.C. 1981.

#### ATTACHMENT

C – Amended Proposed Ordinance 8642

ORDINANCE 8642

AN ORDINANCE AMENDING SECTION 1-2-1, "DEFINITIONS," TITLE 2, "GOVERNMENT ORGANIZATION," TITLE 4, "LICENSES AND PERMITS," TITLE 7, "VEHICLES, PEDESTRIANS, AND PARKING," AND SECTION 8-5-4, "PERMIT APPLICATION," B.R.C. 1981, TO MODERNIZE TERMINOLOGY TO BE CONSISTENT WITH NEW PARKING MANAGEMENT TECHNOLOGY; AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Section 1-2-1, "Definitions," B.R.C. 1981, is amended to read as follows:

**1-2-1. Definitions.**

- (a) The definitions in this chapter apply throughout this code unless a term is defined differently in a specific title, chapter or section.
- (b) The following words used in this code and other ordinances of the city have the following meanings unless the context clearly indicates otherwise:

*Abandoned motor vehicle* means any motor vehicle that is left in one location on public property or on private property without the consent of the owner thereof for twenty-four hours or more than the time limited by any signs, ~~meters, pay stations parking payment apparatus or technology,~~ or pavement markings that apply to that location, or for a continuous period of more than seventy-two hours at any otherwise unregulated location.

...

~~*Pay station-Parking payment apparatus or technology*~~ has the meaning given in Section 7-1-1, "Definitions," B.R.C. 1981. References to *parking meter, pay station, or parking kiosk*, if any, shall mean parking payment apparatus or technology.

...

*Time* means, whenever certain hours are named in this code or on any traffic control sign or parking ~~meter-payment apparatus or technology,~~ Mountain Standard Time or mountain

1 daylight time, depending on the date, as prescribed by state law. Mountain Standard Time  
2 is Coordinated Universal Time minus seven hours. Mountain daylight time is  
3 Coordinated Universal Time minus six hours.

3 ...

4 Section 2. Section 2-2-11, "Traffic Engineering," B.R.C. 1981, is amended to read as  
5 follows:

6 **2-2-11. Traffic Engineering.**

7 ...

8 (f) The city manager is authorized to produce or acquire and sell to the public handicapped  
9 parking permits which will serve in lieu of ~~depositing money or tokens in parking meters,~~  
10 ~~or purchasing time in a parking space in a pay station regulated by a parking payment~~  
11 apparatus or technology, on city streets and city parking lots by vehicles eligible to park  
12 in spaces designated for parking by the handicapped. If the Central Area General  
13 Improvement District or the University Hill General Improvement District determines to  
14 extend use of these permits to ~~meters or pay stations~~ any parking payment apparatus or  
15 technology on lots owned or leased by the district, or to attended parking on such lots, the  
16 general manager of the district shall enter into a written agreement with the city manager  
17 specifying how to divide the permit revenues equitably between the general fund and the  
18 district in proportion to the division which would occur were no permits sold. If the  
19 manager determines to institute such a program, the manager shall, by regulation, specify  
20 the form of the permit, the method of its use and display, the method of application and  
21 purchase, the cost of the permit and any restrictions on its use.

22 (g) Parking exemptions.

23 (1) The city manager is authorized to specify the circumstances under which  
24 authorized emergency vehicles of the city police and city fire departments, of the  
25 Boulder County Sheriff's Department, the University of Colorado Police  
Department and the Colorado State Patrol may park in parking spaces ~~or spaces~~  
regulated by ~~pay stations~~ parking payment apparatus or technology on city streets,  
alleys or parking lots for investigative and administrative purposes not rising to  
the level of an emergency governed by the parking exemption of Section 7-2-12,  
"Exemptions for Authorized Emergency Vehicles," B.R.C. 1981,  
without paying the fees specified and in excess of the time limit. With respect to  
city vehicles covered by this policy, the manager shall estimate the  
annual parking revenue loss occasioned thereby, and cause such an amount to be  
transferred from the amount appropriated for each such department into the paid  
parking ~~meter~~ revenue account.

(2) The city manager is authorized to issue ~~meter~~ parking permits to public utility companies for display on marked service vehicles of such utility companies in lieu of ~~depositing money in meters or pay stations paying the rates for parking regulated by a parking payment apparatus or technology~~ on city streets, alleys or parking lots in return for prepayment of the paid parking ~~meter~~ revenue loss occasioned thereby, as estimated by the manager. Such permits may only be displayed or, for digital permits, valid and in effect when the service vehicle is parked in a ~~metered space or~~ space regulated by a ~~pay station parking payment apparatus or technology~~ in response to a bona fide utility service necessity.

Section 3. The following sections in Chapter 2-3, “Boards and Commissions,” B.R.C. 1981, are amended to read as follows:

**2-3-5. Downtown Management Commission.**

...

(d) The functions of the commission are to:

(1) Exercise, subject to call up by the city council acting as the Board of Directors of the Central Area General Improvement District as provided in Subsection (e) of this section, and subject to the limitations of Subsection (f) of this section, the following powers of said Board of Directors in furthering the purposes specified in Ordinance No. 3644 (1970), as amended, to provide parking and related improvements for CAGID:

...

(C) Determination, imposition, redetermination and revision of a schedule of user charges for the use of the parking facilities provided or furnished by CAGID, as well as the determination of reasonable penalties, interest, collection costs and other charges for delinquencies in payment of such charges, following the procedures of Subsections 8-4-15(c), (e) and (f), B.R.C. 1981, in so doing, but nothing in this section shall authorize the commission to set the times or rates for on-street ~~metered~~ paid parking, or the fines or penalties for parking infractions specified in Chapter 7-6, "Parking Infractions," B.R.C. 1981;

...

**2-3-20. University Hill Commercial Area Management Commission.**

...

(d) The functions of the Commission are to:

1 (1) City council acting as the Board of Directors of the UHGID in furthering the  
2 purposes specified in Section 8-4-11, "Powers of the District," B.R.C. 1981,  
3 Ordinance Numbers 3638, 4299 and 4958, as amended, to provide parking and  
4 related improvements for UHGID as follows:

5 ...

6 (C) Determination, imposition, re-determination and revision of a schedule of  
7 user charges for the use of the parking facilities provided or furnished by  
8 UHGID, as well as the determination of reasonable penalties, interest,  
9 collection costs and other charges for delinquencies in payment of such  
10 charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
11 B.R.C. 1981, in so doing, but nothing in this section shall authorize the  
12 Commission to set the times or rates for on-street ~~metered~~  
13 paid parking, or the fines or penalties for parking infractions specified in  
14 Chapter 7-6, "Parking Infractions," B.R.C. 1981;

15 ...

16 **2-3-21. Boulder Junction TDM Commission.**

17 ...

18 (e) The functions of the commission are to make decisions or provide recommendations of  
19 said board of directors in furthering the purposes of the District, as specified herein and in  
20 the petition to provide alternative modes of transportation related services and  
21 improvements for the District, including, without limitation, the following:

22 (1) Exercise, subject to call up by the city council acting as the board of directors of  
23 the District, the following functions:

24 ...

25 (B) To determine, impose, re-determine and revise a schedule of user charges  
for the use of the services and improvements provided or furnished by the  
District, as well as the determination of reasonable penalties, interest,  
collection costs and other charges for delinquencies in payment of such  
charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
B.R.C. 1981. Nothing in this section shall authorize the commission to set  
the times or rates for on-street ~~metered~~ paid parking, or the  
fines or penalties for parking infractions specified in Chapter 7-6,  
"Parking Infractions," B.R.C. 1981;

...

**2-3-22. Boulder Junction Parking Commission.**

...

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1 (e) The functions of the commission are to make decisions or provide recommendations to  
2 the board of directors in furthering the purposes of the District as specified herein and in  
3 the petition to provide alternative modes of transportation and parking related services  
4 and improvements for the District, including, without limitation, the following:

5  
6 (1) Exercise, subject to call up by the city council acting as the board of directors of  
7 the District, the following functions:

8 ...

9 (B) To determine, impose, re-determine and revise a schedule of user charges  
10 for the use of the services and improvements provided or furnished by the  
11 District, as well as the determination of reasonable penalties, interest,  
12 collection costs and other charges for delinquencies in payment of such  
13 charges, following the procedures of Subsections 8-4-15(c), (e) and (f),  
14 B.R.C. 1981. Nothing in this section shall authorize the commission to set  
15 the times or rates for on-street ~~metered~~ paid parking, or the  
16 fines or penalties for parking infractions specified in Chapter 7-6,  
17 "Parking Infractions," B.R.C. 1981;

18 ...

19 Section 4. The following sections of Chapter 4-18, "Street, Sidewalk and Public Property  
20 Use Permits," B.R.C. 1981, are amended to read as follows:

21 **4-18-2. Public Property Use Permits.**

22 ...

23 (c) Before issuing a permit under this section the city manager shall:

24 ...

25 (3) Consult with the Downtown and University Hill management division and  
parking services to determine the appropriateness of sales activities within  
commercial districts based on the impact to the economic viability of existing  
businesses, the public's use and enjoyment of sidewalks and other public areas for  
patio and cafe seating, amenities, including and not limited to benches, trees, trash  
receptacles, any parking kiosks payment apparatus or technology, bicycle parking,  
events and the mobility of pedestrians; and

26 ...

27 **4-18-8. Parking ~~Meter~~ Payment Apparatus Hood and Sign Permits.**

1 (a) The city manager may issue revocable permits for the use of meter-parking payment  
2 apparatus hoods or ~~meter~~ signs to persons upon application under this section and  
3 prepayment of the fees and deposits prescribed by Section 4-20-35, "Parking Meter  
4 Payment Apparatus Hood Permit Fees and Deposit," B.R.C. 1981. ~~Meter-Parking~~  
5 payment apparatus hoods or ~~meter~~ sign permits may be issued for:

6 (b) A permittee may cover with a hood or attach a sign to a meter-parking payment apparatus  
7 or technology only:

8 (1) Construction meter-parking payment apparatus hoods or ~~meter~~ signs:

9 (2) Special activity meter-parking payment apparatus hoods or ~~meter~~ signs:

10 (3) Media event meter-parking payment apparatus hoods or ~~meter~~ signs:

11 (d) The city manager may place such additional restrictions on eligibility for meter-parking  
12 payment apparatus hood and ~~meter~~ sign permits, and may place such additional  
13 conditions on the use of such permits, as will, in the manager's opinion, best preserve the  
14 balance between keeping ~~metered-paid~~ parking on public streets available to the general  
15 public and serve the needs of persons who have no practical alternative in carrying out  
16 activities without the capacity to reserve a particular parking space or spaces, and which  
17 are reasonable and in the public interest. Such additional restrictions shall be applied  
18 evenly to all persons similarly situated.

19 (e) The city manager may revoke a permit issued under this section for:

20 (1) Abusing a meter-parking payment apparatus hood or ~~meter~~ sign;

21 (2) Any use that violates any provision of this section;

22 (3) Authorizing or acquiescing in the use of a meter-parking payment apparatus hood  
23 or ~~meter~~ sign by another person who is not permitted to use a parking ~~meter~~  
24 payment apparatus hood or ~~meter~~ sign;

25 (4) The use of a meter-parking payment apparatus hood or ~~meter~~ sign without  
payment of the required fee and deposit; or

(5) Violation of any condition, limitation or restriction placed on the use of the ~~meter~~

parking payment apparatus hood by the city manager at the time it is issued.

(f) Before revoking a permit under this section, the city manager shall follow the procedure prescribed by section 4-1-10, "Revocation of Licenses," B.R.C. 1981.

(g) If the city manager revokes a permit under this section, the manager may impound the meter parking payment apparatus hood or meter sign.

Section 5. The following sections in Chapter 4-20, "Fees," B.R.C. 1981, are amended to read as follows:

**4-20-35. Parking Meter Payment Apparatus Hood Permit Fees and Deposit.**

(a) An applicant for a parking meter payment apparatus hood or dash permit shall pay a fee calculated as follows for a daily, weekly, monthly, or annual permit:

(1) Daily: The maximum hourly street meter paid parking rate anywhere in the city is multiplied by the maximum number of hours any street meter parking payment apparatus or technology is in operation.

(2) Weekly: The daily rate times the maximum number of days any street meter parking payment apparatus or technology is in operation.

(3) Monthly: The weekly rate times four.

(4) Annual: The weekly rate times fifty-two.

(b) An applicant for a parking meter payment apparatus hood permit shall pay a deposit of \$50 per hood or sign, refundable if the hood is returned in substantially the same condition of its issue within five business days after expiration of the permit.

**4-20-49. Neighborhood Parking Permit Fee.**

(a) A zone resident applying for a neighborhood parking permit shall pay \$50.00 for each permit or renewal thereof, except that a resident of the Chautauqua North neighborhood zone shall instead pay \$10.00.

(b) A resident of a neighborhood permit parking zone permit holder may purchase up to two annual visitor permits at \$5 for each permit with the purchase of a neighborhood parking permit. Visitor permits are valid during the resident's annual permit period.

(c) A business applying for a neighborhood parking permit for employees shall pay \$75.00 for each permit or renewal thereof.

(d) An individual who does not reside within the zone applying for a neighborhood parking permit, if permitted in the zone, shall pay \$115.00 ~~38.33~~ for each quarterly monthly



1 commuter permit or renewal thereof.

2 (e) A contractor applying for a temporary permit shall pay \$5 for each permit and such  
3 permit(s) shall be valid for one month.

4 (f) A contractor applying for a mobile vendor permit shall pay \$75 for each annual permit or  
5 renewal thereof.

6 Section 6. The following sections of Chapter 4-23, “Neighborhood Parking Zone  
7 Permits,” B.R.C. 1981, are amended to read as follows:

8 ...

9 **4-23-2. Permit Issuance.**

10 ...

11 (b) A vehicle displaying a valid permit or, for digital permits, with a valid permit in effect  
12 issued pursuant to this section may be parked in the zone specified in the permit without  
13 regard to the time limits prescribed for the zone.

14 ...

15 (d) Resident permits issued under this section shall be specific for a single vehicle, shall not  
16 be transferred except as provided by city manager rule or regulation, and shall be  
17 displayed thereon or, for digital permits, valid and in effect only as the manager by  
18 regulation may prescribe. The permittee shall remove the permit from the vehicle or  
19 otherwise cancel the permit if the vehicle is sold, leased or no longer in the custody of the  
20 permittee.

21 ...

22 (f) The manager shall by regulation set forth how long permits issued under this section are  
23 valid and when they must be renewed. ~~declare when the permit year shall begin for each~~  
24 ~~neighborhood parking permit zone. Permits issued based on new applications submitted~~  
25 ~~during the last month of a permit year shall also be valid for the succeeding permit year.~~  
~~Otherwise there shall be no proration of the fee.~~

...

(h) If ~~the~~ a physical permit or the portion of the vehicle to which a resident permit has been  
affixed is damaged such that it must be replaced, the permittee, upon application therefor,  
shall be issued a replacement at a prorated cost. The manager may require display of the  
damaged permit before a new permit is issued.

...

1 **4-23-3. Guest Permits.**

2 Residents ~~of a zone issued a permit pursuant to this chapter~~ may obtain two two-week  
3 permits per year at no cost for use by houseguests of the resident permittee. The permit shall be  
4 indelibly marked in the space provided thereon with, ~~or for digital permits shall indicate~~, the date  
5 of its first use. The permit shall thereafter be valid only for the succeeding thirteen consecutive  
6 days. The manager may by regulation define the circumstances under which additional guest  
7 permits may be issued in cases of reasonable need consistent with residential use of the dwelling.  
8 Provided, however, that no more than a total of six two-week guest permits per year may be  
9 issued for any dwelling unit licensed pursuant to Section 10-11-3, "Cooperative Housing  
10 Licenses," B.R.C. 1981.

7 ...  
8 **4-23-6. Visitor Permits.**

9  
10 (a) ~~Upon the annual purchase of a resident permit, t~~Two annual visitor's passes may be  
11 issued to ~~the permit holder~~ a resident of a neighborhood permit parking zone to be used  
12 on a temporary and transferable basis to accommodate visitors, including without  
13 limitation health care workers, repairmen, and babysitters, who need access to the  
14 residence of the ~~permit holder~~ resident. Use of this pass is limited to those visitors whose  
15 stay will last longer than the time limit posted within the permit zone for parking by the  
16 general public but shall not exceed twenty-four consecutive hours.

17 ...  
18 (c) It is the responsibility of the ~~permittee resident~~ to ensure that this pass never leaves the  
19 zone, and that it is returned to the ~~permittee resident~~ at the end of each day of use. Use of  
20 this pass also falls under the same restrictions as those prescribed by Section 4-23-2,  
21 B.R.C. 1981, and in these regulations.

22 ...  
23 Section 7. The following sections of Chapter 4-27, "News Box Leases and Regulation,"  
24 B.R.C. 1981, are amended to read as follows:

25 **4-27-1. - Legislative Intent.**

...  
(b) The city has carefully regulated the placement and form of newspaper distribution  
machines on its downtown mall since its inception in 1977 by providing news box banks  
onto which publishers of newspapers and other periodicals may install an openable face  
plate and their periodicals. These serve to group the machines in a few orderly and  
carefully chosen locations, and this has struck an appropriate balance between the  
competing needs for use of mall space and has allowed mall visitors and those who

would serve them with publications reasonable opportunities to receive and give information. However, the mall contains significantly more pedestrian space than do the other streets and sidewalks in the downtown area of the city. The continued vitality of the city's downtown area has made downtown sidewalks increasingly congested, and thus, attractive locations for those who wish to disseminate information through newspaper distribution machines. The legislative record is replete with instances where unregulated placement of these machines, whether individually or in long phalanxes, have interfered with access to fire hydrants and parking ~~meters-payment apparatus or technology~~, blocked access from vehicle parking to the sidewalk, interfered with bus stops, obstructed views in the corner sight triangle, and most poignantly have added to the difficulties that persons with mobility problems face in navigating the sidewalk. Further, significant portions of the downtown are within an historic district, and the unregulated placement and appearance of proprietary newspaper distribution machines interferes with the historic appearance of the area and the purposes of the district.

...

**4-27-4. - Location of News Box Banks.**

(a) The city council finds that the city manager has surveyed the news box district to determine the locations of existing proprietary newspaper distribution machines, the locations which are suitable for news box banks, and the appropriate size of each bank. The manager has used, in evaluating each location, general criteria to determine the effect on pedestrian and emergency services access on, to and from streets and sidewalks and public transportation, required maintenance of public facility infrastructure, vehicular safety and the effect of the location, mass and bulk of news box banks on the streetscape aesthetics of each block face, and has specifically considered sidewalk width, parking ~~meter-payment apparatus or technology~~ access, including access by persons with disabilities, access to bicycle parking, access to fire hydrants, access to bus stops, access to benches and trash receptacles, maintenance access to street trees, planters, utility and signal poles, access generally from the street to the sidewalk and the sidewalk to the street, blocking of views at intersections, alleys and driveways, distance from intersections and driveways and alleys, distance from buildings and the visibility of public art and has determined the appropriate location for news box banks on each block face after taking into consideration the current locations and numbers of proprietary newspaper vending machines. The council has, after holding a public hearing, considered these determinations of the manager, and hereby ratifies them and adopts them as reasonable place and manner regulations of news box bank locations which reasonably reflect the carrying capacity of the news box district for news boxes within the right-of-way. These determinations are included in appendix A of this chapter.

...

Section 8. Section 7-1-1, "Definitions," B.R.C. 1981, is amended to read as follows:

**7-1-1. Definitions.**

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1 (a) The following words and phrases used in this title have the following meanings unless the  
2 context clearly indicates otherwise:

3 *Abandoned vehicle* means any vehicle other than a bicycle that is left in one location on  
4 public property or on private property without the consent of the owner thereof for  
5 twenty-four hours more than the time limited by any signs, ~~meters, pay stations~~ parking  
6 payment apparatus or technology, or pavement markings that apply to that location, or a  
7 continuous period of more than seventy-two hours at any other unregulated location.

6 ...

7 *Parking payment apparatus or technology* means any device or technology used to accept  
8 payment for parking, such as parking meters, pay stations, mobile devices, or other  
9 methods approved by the city manager. ~~meter means a timing device that is used for the  
10 purpose of collecting a fee for parking in a parking space and regulating the time  
11 of parking therein, is activated by the insertion of a coin or token, and such other action  
12 as the device requires, and indicates how much purchased parking time remains.~~

11 ...

12 ~~*Pay station* means a device other than a parking meter that is used for the purpose of  
13 collection of a fee for parking in a parking space and regulating the time  
14 of parking therein, is activated by the insertion of a coin, currency, token,  
15 key, or payment card, depending on the type of device, and such other action as the  
16 device requires for activation. A pay station differs from a parking meter in that it  
17 governs more than two parking spaces, including spaces which are not adjacent to  
18 the station, requires the user to indicate the space for which payment is being made or to  
19 display a printed receipt from the pay station on the dash of the user's vehicle, and does  
20 not necessarily indicate to the user or the public whether or not payment is current for a  
21 particular space.~~

18 ...

19 *Time* means, whenever certain hours are named herein or on any traffic control  
20 sign or parking ~~meter payment apparatus or technology~~, mountain standard  
21 time or mountain daylight time, depending on the date, as prescribed by state law.  
22 Mountain standard time is coordinated universal time minus seven hours. Mountain  
23 daylight time is coordinated universal time minus six hours.

22 ...

23 Section 9. The following sections in Chapter 7-2, “General Provisions,” B.R.C. 1981, are  
24 amended as follows:

25

1 **7-2-26. - Display of Unauthorized Sign, Signal or Marking Prohibited.**

2 ...

3 (b) No person shall place or maintain upon any traffic control sign or signal or parking ~~meter~~  
4 payment apparatus or technology any advertising.

5 ...

6 **7-2-29. ~~Meter~~Parking Payment Apparatus Tampering Prohibited.**

7 (a) No person shall:

8 (1) Deposit in any parking ~~meter~~payment apparatus or technology anything other  
9 than a ~~token~~form of payment approved by the city manager or a lawful ~~coin~~form  
10 of payment of the United States accepted by the parking payment apparatus or  
11 technology;

12 (2) Deposit in any parking ~~meter~~payment apparatus or technology any ~~token or coin~~  
13 physical form of payment that is bent, torn, cut, battered or otherwise misshapen;

14 (3) Tamper with or open a parking ~~meter~~payment apparatus or technology; or

15 (4) Knowingly manipulate a parking ~~meter~~payment apparatus or technology in such  
16 a way as to cause it to fail to show the correct amount of unexpired time.

17 (b) The provisions of this section do not apply to public employees on official business  
18 repairing or maintaining the ~~meters~~parking payment apparatus or technology.

19 ...

20 Section 10. The following sections in Chapter 7-6, “Parking Infractions,” B.R.C. 1981,  
21 are amended to read as follows:

22 ...

23 **7-6-2. Parking Penalties.**

24 Violations of any of the provisions of this chapter are traffic infractions. Every person who  
25 is convicted of, who admits liability for, or against whom a judgment is entered for such a traffic  
infraction shall be fined or penalized according to the following schedule:

...

(f) Sections 7-6-16, "Overtime Parking, ~~Meters Payment Required,~~" 7-6-17, "Time Limit, ~~Meter Parking Payment Required,~~" and 7-6-20, "Parking for More Than Seventy-Two Hours Prohibited," B.R.C. 1981: \$30 for a first violation; \$45 for a second violation within a year, based on date of violation, and \$60 for a third violation within a year, based on date of first violation.

...

**7-6-11. Right Angle Parking Permit.**

Notwithstanding the provisions of this chapter, vehicles may be parked at right angles to the curb for the purpose of loading or unloading merchandise if in accordance with a permit issued by the city manager. If the city manager provides for such permits by rule or regulation and upon ~~Upon~~ application therefor in such reasonable form as the manager requires, the manager shall issue such a permit if the manager finds that no reasonable alternative exists and that traffic on the street, including sidewalks, will not be unreasonably obstructed considering the frequency, duration and nature of the parking and of the traffic in the area. The manager may place such reasonable restrictions on the permit as in the manager's discretion are deemed appropriate to minimize interference with traffic.

...

**7-6-13. Stopping or Parking Prohibited in Specified Places.**

...

(b) No vehicle may be parked:

...

(8) In a manner that obstructs the commencement or ongoing operation of a public construction, maintenance, or repair project, or a street closure, after twenty-four hours' advance notice of the parking prohibition (i) in any location where permitted parking time is limited by any signs, ~~meters, pay stations~~ parking payment apparatus or technology, or pavement markings that apply to that location, or (ii) after seventy-two hours' advance notice of the parking prohibition at any otherwise unregulated location, and the time the parking prohibition is effective has been conspicuously posted and reasonable efforts have been made to maintain notice on the site.

(c) The provisions of this section are limited or modified by and are expressly subject to any payment apparatus or technology, parking meter, pay station ~~pay station~~ or traffic control device regulating payment, stopping, or parking a vehicle.

1 **7-6-14. Unauthorized Parking Prohibited.**

2 ...

3 (b) For the purposes of this section, there is an implied consent to park in areas set aside for  
4 parking on any private or public property except on property used as a single-family  
5 residence, but such implied consent is deemed revoked with respect to any person who  
6 has parked a vehicle or has allowed a vehicle to remain parked in disregard of or contrary  
7 to the direction or intended function of any of the following:

8 (1) A parking attendant, ~~a card or coin-operated gate~~ access control device or  
9 technology, or any other means calculated to bar or otherwise control entrance  
10 onto or use of the property by unauthorized vehicles;

11 (2) Parking ~~meters or pay stations located on~~ payment apparatus or technology  
12 limiting access to the property;

13 ...

14 (d) This section does not apply to parking on public streets or to parking regulated by  
15 Sections 7-6-13, "Stopping or Parking Prohibited in Specified Places," 7-6-15, "Overtime  
16 Parking, Signs," 7-6-16, "Overtime Parking, ~~Meters Payment Required~~," 7-6-17, "Time  
17 Limit, ~~Meter Parking Payment Required~~," 7-6-18, "Parking in Space Required," 7-6-22,  
18 "Parking in Handicapped Space Prohibited," or 7-6-25, "Parking in City Employee Lot  
19 Prohibited," B.R.C. 1981, unless located in the Chautauqua leasehold area as defined in  
20 Section 4-30-2, "Definitions," B.R.C. 1981.

21 **7-6-15. Overtime Parking, Signs.**

22 (a) When a traffic control sign is in place giving notice thereof, or a parking attendant, ~~a card~~  
23 ~~or coin-operated gate~~ access control device or technology, or any other means calculated  
24 to bar or otherwise control entrance onto or use of the property by unauthorized vehicles  
25 is in place with a sign giving notice thereof, no vehicle shall remain parked for longer  
than the time designated thereon on any day except Sundays and holidays unless Sunday  
and holiday restrictions are required by regulation promulgated by the city manager  
pursuant to Chapter 1-4, "Rulemaking," B.R.C. 1981.

(b) When a traffic control sign is in place giving notice thereof, or a parking attendant, ~~a card~~  
~~or coin-operated gate~~ access control device or technology, or any other means calculated  
to bar or otherwise control entrance onto or use of the property by unauthorized vehicles  
is in place with a sign giving notice thereof, within a neighborhood permit parking zone  
established pursuant to Sections 2-2-15, "Neighborhood Permit Parking Zones," or 2-2-  
21 "Chautauqua Parking Management Plan," B.R.C. 1981, no vehicle shall remain parked  
22 for longer than the time specified unless a valid permit for that zone, has been issued  
23 pursuant to Chapter 4-23, "Neighborhood Parking Zone Permits," or 4-30, "Chautauqua  
24 Parking Zone Permits" B.R.C. 1981, and such permit is either displayed continuously and  
25 properly on the vehicle or, for digital permits, is otherwise valid and in effect. ~~is~~

continuously displayed in the proper position on such vehicle. In addition:

(1) — ~~If the notice limits parking within the zone to no more than a specified length of time within the zone during any specified period of time, then no vehicle shall be parked anywhere within the zone in violation of that restriction without a proper permit properly displayed.~~

(2) — ~~If the notice prohibits parking within the zone, then no vehicle shall be parked within the zone without a proper permit properly displayed.~~

(e) — ~~Notwithstanding Subsection (b), the city manager may provide for the enforcement of overtime parking and permits with technology that does not require the display of a permit.~~

#### **7-6-16. Overtime Parking, Meters Payment Required.**

(a) — ~~No vehicle shall be parked in a space regulated by a parking meter when no unexpired time is displayed on the meter except during those times indicated on the meter when no time need be displayed or when the vehicle is displaying a valid handicapped parking permit in accordance with subsection 2-2-11(f), B.R.C. 1981, and regulations issued thereunder.~~

~~(b)~~(a) No vehicle shall be parked in a space regulated by a pay station parking payment apparatus or technology except during the time purchased from the pay station, except during those times indicated on the pay station when no time need be displayed when the parking payment apparatus or technology indicates no time needs to be displayed, or when the vehicle is displaying a valid handicapped parking permit in accordance with subsection 2-2-11(f), B.R.C. 1981, and regulations issued thereunder. If the pay station parking payment apparatus or technology requires that a receipt be displayed on the vehicle, no vehicle shall be parked in a space regulated by a pay station parking payment apparatus or technology without displaying a receipt showing unexpired time on the dashboard of the vehicle, face up, in a position where it may readily be read from outside the vehicle.

#### **7-6-17. Time Limit, Meter Parking Payment Required.**

(a) No vehicle shall remain parked in a space regulated by a parking meter parking payment apparatus or technology for longer than the maximum time that can be purchased ~~on the meter~~ at one time, except during those times indicated on the meter parking payment apparatus or technology when no time need be displayed or when payment is not required.

~~(b) — No vehicle shall remain parked in a space regulated by a pay station for longer than the maximum time that can be purchased from the station at one time, except during those times indicated on the station for which payment is not required.~~



1 **7-6-18. Parking in Space Required.**

2 Every vehicle parked in a ~~metered-paid~~ parking zone; a parking space governed by a ~~pay~~  
3 ~~station-parking payment apparatus or technology~~, or in a parking lot of a public authority shall be  
4 parked entirely within one individual parking space as indicated by traffic control markings.

4 **7-6-19. Applicability of Certain Parking Limits.**

5 The provisions of Sections 7-6-15, "Overtime Parking, Signs," 7-6-16, "Overtime Parking,  
6 ~~Meters Payment Required~~," 7-6-17, "Time Limit, ~~Meter Parking Payment Required~~," and 7-6-18,  
7 "Parking in Space Required," B.R.C. 1981, apply to parking in lots owned or operated by the  
8 City, including those of any general improvement district established pursuant to Chapter 8-4,  
9 "General Improvement Districts," B.R.C. 1981, and to ~~metered-parking, pay station-regulated~~  
10 ~~parking regulated by payment apparatus or technology~~ and free but time-limited parking on  
11 streets.

11 ...

11 **7-6-25. Parking in City Employee Lot Prohibited.**

- 12 (a) No vehicle shall be parked in a city employee parking lot except one ~~bearing a valid~~  
13 ~~parking sticker or parking tag displaying a valid permit or, for digital permits, with a~~  
14 valid permit in effect that has been issued by the city manager and in accordance with the  
15 manager's administrative instructions or one owned by the city.
- 16 (b) *City employee parking lot* means any lot designated by sign as city employee parking.

15 **7-6-26. Hooded Parking ~~Meter~~-Apparatus.**

- 16 (a) No person shall place any hood, sack, or covering or any sign restricting use of any  
17 parking ~~meter head-payment apparatus or technology~~ over, upon, or around any parking  
18 ~~meter head-payment apparatus or technology~~, remove any parking ~~meter-payment~~  
19 apparatus hood or sign or otherwise indicate or show that the parking regulations of the  
20 city are suspended, without first obtaining a permit therefor from the city manager under  
21 Section 4-18-8, "Parking ~~Meter-Payment Apparatus~~ Hood and Sign Permits," B.R.C.  
22 1981. The penalty for violation of any provision of this subsection is a fine of not less  
23 than \$10 nor more than \$100.
- 24 (b) No vehicle shall be parked ~~at~~ in a space regulated by a hooded or signed parking ~~meter~~  
25 payment apparatus or technology except one authorized under a permit issued under  
Section 4-18-8, "Parking ~~Meter-Payment Apparatus~~ Hood and Sign Permits," B.R.C.  
1981.

24 ...

1 **7-6-28. Bicycle Parking.**

2 (a) No person shall park a bicycle or electric assisted bicycle in such a way as to:

3 ...

4  
5 (3) Lock the bicycle to a tree, parking ~~meter post~~ payment apparatus or technology,  
6 ~~or pay station serving a space designated for handicapped parking~~, or fire hydrant;

7 ...

8 Section 11. The following sections in Chapter 7-7, “Towing and Impoundment,” B.R.C.  
9 1981, are amended to read as follows:

10 ...

11 **7-7-2. Authority of City to Impound Vehicle.**

12 (a) A peace officer is authorized to remove or cause to be removed a vehicle from any public  
13 or private property when:

14 ...

15 (3) A vehicle is found unattended and situated in a manner that obstructs the  
16 commencement or ongoing operation of a public construction, maintenance, or  
17 repair project, or street closure and:

18 (A) In any location where permitted parking time is limited by any signs,  
19 ~~meters, pay stations~~ parking payment apparatus or technology, or  
20 pavement markings that apply to that location, twenty-four hours' advance  
21 notice of the parking prohibition, the time the parking prohibition is  
22 effective has been conspicuously posted and reasonable efforts have been  
23 made to maintain notice on the site; or

24 (B) In any otherwise unregulated location, seventy-two hours' advance notice  
25 of the parking prohibition, the time it is effective, and that the vehicle will  
be towed away at the owner's expense has been conspicuously posted and  
reasonable efforts have been made to maintain notice on the site;

26 ...

27 (9) Parking on public property.

28 ...

K:\DMPE\o-8642 Amended 2nd rdg Parking Operations & Enforcement Updates-2750.docx

(B) A vehicle has been found parked at a ~~metered~~ parking space for which payment is required on a street or a ~~metered~~ parking space for which payment is required in a public parking lot for twenty-four hours or more than the time limited by any signs, ~~meters, pay stations~~ parking payment apparatus or technology, or pavement markings that apply to that location, or for seventy-two or more hours at any otherwise unregulated location without being moved, there is a warning on the parking ~~meter~~ payment apparatus or technology or a sign which indicates that such a vehicle may be towed, and the person in possession of the vehicle is not present or is unwilling or unable to provide for its immediate removal;

...

**7-7-3. Abandoned and Inoperable Vehicle.**

(a) Any vehicle left in one location upon any public property or on any private property, without the consent of the property owner, for twenty-four hours or more than the time limited by any signs, ~~meters, pay stations~~ payment apparatus or technology, or pavement markings that apply to that location, or for a continuous period of more than seventy-two hours at any otherwise unregulated location, constitutes an abandoned vehicle, which is a public nuisance. Proof that the vehicle's odometer shows movement of no more than two-tenths of a mile during a period of at least twenty-four hours after the time limited by any signs, ~~meters, pay stations~~ parking payment apparatus or technology, or pavement markings that apply to that location, or at least seventy-two hours at any otherwise unregulated location, shall constitute prima facie evidence that the vehicle was left in one location.

...

Section 12. Section 8-5-4, "Permit Application," B.R.C. 1981, is amended to read as follows:

**8-5-4. Permit Application.**

An applicant for a permit to work in the public right-of-way or public easement under this section shall file a written application on a form provided by the city manager that includes the following:

(a) The date of application; the name and address of the applicant; the name and address of the developer, contractor, or subcontractor licensed to perform work in the public right-of-way; the exact location of the proposed work; the type of existing public infrastructure, including, without limitation, street pavement, curb and gutter, sidewalks, bicycle facilities, transit facilities, parking ~~meters or kiosks~~ payment apparatus or technology, traffic signs, or pavement markings or utilities impacted by the work; the purpose of the proposed work; the dates for beginning and ending the proposed work; the measurements, quantities, itemization and total cost, including labor and materials, of the

1 construction improvements and excavations for improvements that are to be owned and  
2 operated by the City of Boulder; and type of work proposed.

3 . . .

4 Section 13. This ordinance is necessary to protect the public health, safety, and welfare  
5 of the residents of the city, and covers matters of local concern.

6 Section 14. The city council deems it appropriate that this ordinance be published by title  
7 only and orders that copies of this ordinance be made available in the office of the city clerk for  
8 public inspection and acquisition.

9  
10 INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
11 TITLE ONLY this 1<sup>st</sup> day of August 2024.

12  
13  
14 

---

Aaron Brockett,  
Mayor

15 Attest:

16  
17 

---

Elesha Johnson,  
City Clerk

1 READ ON SECOND READING, PASSED AND ADOPTED this 15<sup>th</sup> day of August  
2 2024.

5 \_\_\_\_\_  
Aaron Brockett,  
6 Mayor

6 Attest:

8 \_\_\_\_\_  
Elesha Johnson,  
9 City Clerk

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**COVER SHEET**

**MEETING DATE**

**August 15, 2024**

**AGENDA ITEM**

Consideration of a motion to approve the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis and Winer to the Council Process Improvement Working Group

**PRIMARY STAFF CONTACT**

Pam Davis, Assistant City Manager

**REQUESTED ACTION OR MOTION LANGUAGE**

Motion to approve the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis and Winer to the Council Process Improvement Working Group

**ATTACHMENTS:**

**Description**

- **Item 3C - Motion to Approve Appts. to Council Working Group**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Consideration of a motion to approve the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis and Winer to the Council Process Improvement Working Group.

**PRESENTER(S)**

Nuria Rivera-Vandermyde, City Manager  
Teresa Taylor Tate, City Attorney  
Pam Davis, Assistant City Manager

**EXECUTIVE SUMMARY**

One of City Council's 11 priorities, adopted at the April 2024 retreat, is the establishment of a Process Improvement Working Group. This item is to follow up from the Council discussion at the August 1<sup>st</sup>, 2024, regular meeting regarding appointments to the group. Passage of this item will approve the appointments of the four members of council who volunteered to participate in the Working Group and enable their work to begin.

**STAFF RECOMMENDATION**

**Suggested Motion Language:**

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to approve the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis and Winer to the Council Process Improvement Working Group.

### **OTHER IMPACTS**

- **Fiscal** – No budgetary impacts to city business. Resourcing considerations center around staff time.
- **Staff time** – Additional staff time will be allocated to facilitate the Council Process Improvement Working Group and address process improvement items as agreed upon by the Working Group.

### **BACKGROUND**

At the City Council Retreat in April of 2024, council members conducted a process improvement conversation that resulted in several process improvement projects that have been or are being addressed by the City Manager’s Office or City Attorney’s Office. Examples include piloting a regular meeting location change in partnership with CU, a suite of council procedure/code changes, calendaring and document management systems, and more.

To add additional capacity for more in-depth evaluation of council processes and procedures, the City Council agreed to establish a Process Improvement Working Group as one of their 11 priorities for this council term. The four council members appointed to serve on the Working Group, in collaboration with staff from the City Manager’s Office and City Attorney’s Office, will review ways for Council to work more efficiently, stay more organized, and focus staff and council member time on the city’s top priorities.

### **NEXT STEPS**

Upon the appointments of Mayor Pro Tem Speer and Council Members Adams, Marquis, and Winer to the Working Group, staff will work on coordinating the group’s inaugural meeting.





## **COVER SHEET**

### **MEETING DATE**

**August 15, 2024**

### **AGENDA ITEM**

Concept Plan Review and Comment Request on a partial redevelopment of the 1.877-acre developed property at 2717 Glenwood Drive. The existing 37-unit, two-story walkup L-shaped apartment building would remain, and a proposed 3-story 22-unit multi-family building would be constructed over a portion of the existing parking lot (2 stories of residential over parking). Proposed unit types include Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units. Reviewed under case no. LUR2024-00012

### **PRIMARY STAFF CONTACT**

Shannon Moeller, Planning Manager

### **ATTACHMENTS:**

#### **Description**

- ▣ **Item 4A - 2717 Glenwood Concept Plan**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE:** Concept Plan Review and Comment Request on a partial redevelopment of the 1.877-acre developed property at 2717 Glenwood Drive. The existing 37-unit, two-story walkup L-shaped apartment building would remain, and a proposed 3-story 22-unit multi-family building would be constructed over a portion of the existing parking lot (2 stories of residential over parking). Proposed unit types include Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units. Reviewed under case no. LUR2024-00012.

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Brad Mueller, Director Planning & Development Services  
Charles Ferro, Senior Planning Manager  
Shannon Moeller, Planning Manager

**EXECUTIVE SUMMARY**

The purpose of this item is for the City Council to consider whether to call up the above-referenced application for review and comment at a public hearing. On **July 16, 2024**, the Planning Board held a virtual meeting and reviewed and commented on the proposal. The 30-day call up period concludes on **August 15, 2024**. City Council is scheduled to consider this application for call-up at its **August 15, 2024** meeting.

The staff memorandum to Planning Board, recorded video, and the applicant's submittal materials along with other related background materials are available in the [city archives for Planning Board](#). The recorded video from the hearing can be found [here](#). The applicant's submittal package is provided in **Attachment A**. The draft meeting minutes from the Planning Board meeting are provided in **Attachment B**.

## **REVIEW PROCESS**

In a concept plan review, no formal action is required on behalf of City Council. Public, staff, Planning Board, and Council comments will be documented for the applicant's use in a future Site Review application.

The proposal requires Concept Plan review and comment prior to Site Review because the proposal is greater than 30,000 square feet in floor area (Table 2-2 of Section 9-2-14, B.R.C. 1981).

The purpose of the Concept Plan review is to determine the general development plan for a particular site and to help identify key issues in advance of a site review submittal. This step in the development process is intended to give the applicant an opportunity to solicit comments from the Planning Board, City Council (if called up) as well as the public early in the development process as to whether a development concept is consistent with the requirements of the city as set forth in its adopted plans, ordinances, and policies (Section 9-2-13, B.R.C. 1981).

In addition to a public hearing at City Council, City Council has authority to refer Concept Plan Review proposals to the Design Advisory Board (DAB) and/or Transportation Advisory Board (TAB) for their respective opinions. The purpose of such a review by DAB is to encourage thoughtful, well-designed development projects that are sensitive to the existing character of an area, or the character established by adopted design guidelines or plans for the area. TAB's opinion can be requested by council on transportation matters implicated in a Concept Plan Review proposal.

## **COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS**

- **Economic** – None noted.
- **Environmental** – None noted.
- **Social** – None noted.

## **OTHER IMPACTS**

- **Fiscal** - The review of this application and a potential Site Review application fall within staff's normal scope of work, and as such do not present any unusual fiscal impacts.
- **Staff time** - The application was completed under standard staff review time. If the proposal moves forward, staff anticipates that the review will also be completed under standard staff review time.

## **BOARD AND COMMISSION FEEDBACK**

At the public hearing on July 16, 2024, the Planning Board heard presentations by staff and the applicant, and asked questions following each presentation. Two community members spoke during the public comments portion of the hearing. One community member noted concerns

regarding the proposed trash enclosure location and parking reduction request and one community member noted concerns regarding overbuilding within the city in general.

The Planning Board discussed the following key issues at the public hearing:

1. Is the proposed concept plan generally compatible with the goals, objectives, and recommendations of the Boulder Valley Comprehensive Plan (BVCP)?
2. Does the Board have feedback on the conceptual site plan and building design?
3. Other key issues identified by the Board?

Regarding Key Issue One, the Board generally agreed that the proposal was compatible with several BVCP goals and policies, in particular the concept of using an existing surface parking lot for residential uses and retaining the existing residential building; however, the Board noted the proposal was not compatible with other BVCP policies related to a human-centered design and sensitivity to environmental concerns and urban forests.

Regarding Key Issue Two, the Planning Board discussed issues related to site and building design, and provided helpful feedback, including:

- Address the relationship between the existing and proposed buildings. Improve the relationship between the proposed building and the proposed “paseo”/walkway such as with ground floor housing or balconies. Consider how the existing site such as the existing mature trees and the façade, scale and massing of the existing building brings value and should inform the proposed design.
- Explore additional options for creating more community gathering spaces on the site and activating existing open spaces. Make sure spaces are truly “usable” for residents and not leftover strips of space. Review the existing social paths on the site and consider ways to formalize existing well-used spaces without destroying their current appeal. Consider adjusting the proposed building placement to create/retain a centralized gathering space.
- Improve the proposed permeability of the site, in particular east-west and the perception of permeability from Glenwood Drive. Improve the pedestrian experience from Glenwood Drive, in particular better activation of the ground floor such as with ground floor units or another way to create human interest along the street façade.
- Improve the articulation of the proposed building to provide a human factor and avoid long blank commercial-scale walls.
- Simplify the proposed material palette and work on detailing of the building for a more human scale feeling.
- Consider how the proposed floor plans can be more functional, provide access to light, and provide diversity of unit types.
- Improve the distribution of short-term bike parking for better visibility and access.
- Look for ways to maintain additional trees/urban canopy existing on the site.
- Ensure that the existing building is up to code and serving residents in the best way possible.
- Look at ways to address the public comment regarding the proposed trash/recycling location.

- Be creative and make the best possible project; don't play it safe.
- The proposed parking reduction or a greater reduction was generally supported by the board in this location.

### **PUBLIC FEEDBACK**

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject property. A sign was posted on the property a minimum of 10 days prior to the hearing. Staff received some written comments which are included in the staff memorandum to Planning Board (link provided above).

### **ANALYSIS**

The staff memorandum to Planning Board that includes staff analysis, neighbor comments along with the meeting audio, and the applicant's submittal materials are available on the [Records Archive for Planning Board](#).

### **MATRIX OF OPTIONS**

The City Council may call up a Concept Plan application within thirty days of the Planning Board's review. Any application that it calls up, the City Council will review at a public meeting within sixty days of the call-up vote, or within such other time as the city and the applicant mutually agree. The City Council is scheduled to consider this application for call-up at its **August 15, 2024** meeting.

### **ATTACHMENTS**

Attachment A – Applicant Written Statement and Proposed Plans

Attachment B – Draft July 16, 2024 Planning Board Meeting Minutes



2717 Glenwood Drive  
Concept Plan Review | Written Statement

## Description of Proposal

The Concept Plan for 2717 Glenwood, tentatively known as "Abode", proposes a partial redevelopment of the site that currently contains one 37-unit, two-story walkup L-shaped apartment building and a large surface parking lot. The 2-acre site, less than 1/4 of a mile west of 28th Street, proposes the addition of an efficient, 3-story 22-unit multi-family building that will occupy a portion of the existing parking lot with (2) stories of residential over parking. In accordance with the site's RH-4 Zoning designation and the Boulder Valley Comprehensive Plan's High Density Residential classification, the additional dwelling units proposed for the site will help to further address targeted density and diversity of dwelling unit types by including Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units.

Each dwelling unit has been thoughtfully organized to include generous individual outdoor decks, ample daylight and in-unit laundry facilities. An inviting, highly visible street and south-facing main level building entry will include a small waiting area with interior mail facilities with a package sorting area that will serve the property as a whole.

Rather than a more invasive full redevelopment of the site, this proposed project seeks to instead supplement the existing housing on site to help address Boulder's limited housing stock. In addition to creating comfortable and efficient living units, the project will focus heavily on the interstitial space between the new and existing buildings to create artfully landscaped, activated pedestrian zones. This pedestrian friendly approach to the site is also meant to take advantage of the sites surrounding context with an established Walk Score® and Bike Score® of 89 and 100 respectively.

Although the site will continue to utilize a surface parking approach, much of the parking lot will be screened by the new building. Access to the surface parking will be maintained via one curb cut relocated slightly west of the existing location, thus maintaining alliance with Boulder's Vision Zero initiative. Bike parking facilities will be provided as required by the current Zoning Code and easily accessed and via the primary site circulation pathways.

## KEY FACTS

### • EXISTING

- 1. Use of Existing Property and Land: The current use of the existing property and land is defined as RH-4 Residential – High 4 (HR-D), multi-family housing. There is an existing*

1

Rubicon Development  
Michael Bosma  
720.280.7569 | [MichaelBosma@me.com](mailto:MichaelBosma@me.com)



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apartment building on-site, consisting of 30,898sf. The existing apartment building unit mix is:

- a. 1bd/1ba – 20 units at ~640sf
- b. 2bd/1ba - 17 units at ~950sf

**Existing total: 37 units | 54 bedrooms**

Existing Site Summary		
Item	Notes	
<b>Current Property Information</b>		
Current built SF on site:	30,898 sf	
Current building area:	14,408 sf	
Current open space (landscape):	40,044 sf	
Current open space (hardscape):	2,880 sf	
# of rooms	Total	128
	Bedrooms	54
	Full Bath	37
	¾ Bath	0
	Half Bath	0
Unit Counts:	1b1b	20 units (~640 sf)
	2b1b	17 units (~950 sf)
	Total	37
Areas of levels in SF	1 <sup>st</sup> floor (above ground) finished area:	14,417 sf
	2 <sup>nd</sup> floor and higher finished area:	14,417 sf
	Deck area	2,064 sf

2. **Hours of Operation:** The building currently operates 24 hours a day, 7 days a week.
3. **Number of Employees:** The current use has zero employees.
4. **Estimated Number of trips to and from site daily:** It is estimated that the site currently has 118 trips to and from the site.
5. **Current Parking:** 53 automobile parking spaces, accounting for 19,531sf of the overall lot surface area. Current required parking spaces per City of Boulder Municipal Code is 46.
6. **Current Ownership** - Property is currently owned by 2717 Glenwood LLC, a Colorado limited liability company based in Boulder.



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Concept Plan Review | Written Statement

**•PROPOSED**

**1. Proposed Use of Existing Property and Land:** *The proposed use would be for a new apartment building consisting of 30,558sf under the RH-4 Residential – High 4 (HR-D) zoning, multi-family housing. The proposed unit mix is as follows:*

*a. Efficiency (Studio) – 8 units at ~470sf*

*b. 1bd/1ba = 10 units at ~627sf*

*c. 2bd/2ba – 4 units at ~1,078sf*

**2. Proposed Hours of Operation:** *The building would operate 24 hours a day, 7 days a week.*

**3. Proposed Number of Employees:** *The proposed use would have no employees.*

**4. Proposed Estimated Number of Trips To and From Site Daily:** *It is estimated that the site will have 118 trips per day. These trips will be a combination of bike, walk, and automobile.*

**5. Proposed Parking:**

*a. (9,270 covered sf; 10,416 sf open parking lot) conforming automobile parking spaces. Required automobile parking stalls per city code is 70, which translates to an 18% parking reduction proposal.*

**b.** *Also provided will be an additional 30 short term bike parking spaces on the east side of the building located next to a main entrance, and 90 long term secured bike parking spaces located on the north side of the building, for a total of 120 bicycle stalls.*





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 Concept Plan Review | Written Statement

VEHICLE PARKING	
PARKING STALLS REQUIRED PER CITY CODE	70
TOTAL PARKING STALLS PROVIDED	57
LOADING	1
TOTAL PARKING REDUCTION	18%
TOTAL ADA STALLS REQUIRED	3 INCL. 1 VAN
TOTAL ADA STALLS PROVIDED	3 INCL. 1 VAN
TOTAL EV CAPABLE STALLS REQUIRED	14 STALLS
TOTAL EV CAPABLE STALLS PROVIDED	14 STALLS
TOTAL EV CHARGING STATIONS REQUIRED	2 STATIONS
TOTAL EV CHARGING STATIONS PROVIDED*	2 STATIONS

\* ALL SPACES TO BE PREWIRED AS EV READY PER 2020 CITY OF BOULDER ENERGY CONSERVATION CODE, TABLE C405.11.1

BICYCLE PARKING	
TOTAL BICYCLE PARKING STALLS REQUIRED	118
TOTAL LONG TERM BICYCLE PARKING STALLS	90
TOTAL SHORT TERM BICYCLE STALLS AT GRADE	30
TOTAL BICYCLE STALLS PROVIDED	120

\* MECHANIC STATION TO BE PROVIDED (WEST OF LONG TERM AREA)

**Uses on Adjacent/Surrounding Properties:**

The surrounding and adjacent properties are primarily high density residential, and business uses.

- **RH-4 Residential – High 4 (HR-D)** – Zone directly south including 343 properties / 456 dwelling units
- **RH-5 Residential – High 5 (HR-E)** – 2747 Glenwood Ct. (currently under site review) – directly adjacent on the northeast property line. Includes 3 properties/48 dwelling units.
- **BC-1 Business – Community 1 (CB-D)** – One lot east of 2747 Glenwood Ct. Includes 47



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*properties/39 dwelling units.*

- **RM-1 Residential - Medium 1 (MR-D)** – Directly adjacent on the north property line. Includes 33 properties/32 dwelling units.
- **RM-2 Residential - Medium 2 (MR-E)** – Zone to the southwest. Includes 33 properties/61 dwelling units.
- **RM-3 Residential - Medium 3 (MR-X)** – Zone to the northwest. Includes 92 properties/85 dwelling units.

Criteria for Review

SITE DESIGN

Open Space

- The existing site supports the 30% open space requirement, regardless of the impact of a new building. With a maximum FAR of 1.0 and an overall site area of 82,432sf, the total floor area of all structures on the site is limited to that same 82,432sf. The existing building constitutes 33,898sf. The total allowable floor area for a new building is therefore limited to the difference of 82,432 and 33,898, or 48,534sf. A new building will not challenge that threshold based on the constraints of height, actual buildable area and parking. The final floor area of the new building is approximately 30,558sf.*
- Open space is arranged to provide both private patio and porch open space for each individual unit.*
- Common open space areas are also provided with both south and east solar orientation open space and shaded open space on the north portions of the site.*
- The arrangement of the building addition and site pedestrian circulation has been developed to preserve as many trees in good condition as possible. The arrangement of the open space at the perimeter of the building allows for ground water drainage around the building on the site.*
- The arrangement of the open space surrounding the building provides a relief to the building by providing separation from the building to the site perimeter.*



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f. A more active open space with the lawn area at the eastern portion of the site. The south property line along Glenwood provides for a safe and convenient proximity to the residential units.

OPEN SPACE*			
Name	Level	Area	Comments
NB - PARKING			
(E) OPEN SPACE (O/S - SITE)	NB - PARKING	11088 SF	
(E) WETLAND (O/S)	NB - PARKING	18239 SF	BASED ON 50% MAX OF USABLE OPEN SPACE, ONLY 12,365 SF MAY BE USED IN CALCULATIONS
ENHANCED WALK (O/S)	NB - PARKING	2976 SF	
LANDSCAPE (O/S - PARKING)	NB - PARKING	1692 SF	MIN. 5% OF UNCOVERED OPEN PARKING LOT AREA (10,738 SF); 15% PROVIDED
LANDSCAPE (O/S)	NB - PARKING	3374 SF	
ST BIKE (O/S - SITE)	NB - PARKING	368 SF	
TREE LAWN (O/S)	NB - PARKING	15 SF	
		37751 SF	
NB - LEVEL 2			
UNIT BALCONY (O/S)	NB - LEVEL 2	527 SF	
		527 SF	
NB - LEVEL 3			
UNIT BALCONY (O/S)	NB - LEVEL 3	527 SF	
		527 SF	
Grand total		38805 SF	
* Grand total less portion of wetland area		32,932 SF	

**Landscaping**

a. The project will be designed with a variety of plant materials providing year-round interest and color, including proposed local native vegetation. There will be an emphasis on the circulation/gathering area between the new and existing buildings - referred to on the site plan as the 'Paseo'. In addition to the plantings, the hard surface material to be identified for that area will be selected to blend with the exterior colors of the buildings.

b. Every attempt (including the City of Boulder recommendations for preservation) shall be made to preserve and protect any native species that exist on site. With the preservation of the above- mentioned trees, and some thoughtfully spaced larger shrubs, the size of plant materials at the time of construction will significantly exceed the landscaping regulations of sections 9---9---12 and 9---9---13.

c. The landscaping along Glenwood, with the preservation of the mature trees,



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*parking landscape buffering and thoughtfully placed decorative turf, shrubs and perennials will contribute to the development of an attractive site plan.*

### Circulation

- a. The project is unique with its close proximity to a large city park (Elmer's Two Mile Park), bus service on the adjacent Folsom Street and 28<sup>th</sup> Street main vehicular access, vehicular parking on the west and east side of the property, existing pedestrian sidewalk along Glenwood, Folsom and 28<sup>th</sup> Street, existing bike routes, and retail services (Safeway and nearby retail and restaurants).
- b. The close proximity to these facilities and multi modal transit opportunities provides safe and convenient mobility connections, reduces reliance on automobile transportation and encourages walking, biking and other alternatives to single occupant vehicles. There are 96 bus stops, and one park-n-ride within a mile of the property.
- c. Through the use of travel demand management techniques, this project will provide easily accessible alternate modes of transportation to single-occupant vehicle use.
- d. The on-site facilities for external linkage, including pedestrian and bicycle access to the convenient Glenwood, Folsom and 28<sup>th</sup> Street sidewalks, with very close proximity to bus transit and lighted cross walk on all sides of the Glenwood/28<sup>th</sup> Street intersection sidewalk and bus transit, plus pedestrian cross walk on the west side at Glenwood and Folsom and bus transit. Automobile access is limited to the existing property entrance to the south, safely separating the living areas from the noise and exhaust of vehicles. The unit entries are provided with pedestrian walkways with short-term bicycle parking and basement level long term bicycle parking safely located on the south side of the property.
- e. The amount of property on-site devoted to the street system is minimized with the proposed parking leaving the remainder of the site for open space, pedestrian walkways, bicycle storage and landscaping.

### **Building design, livability and relationship to the existing or proposed surrounding area**

This section will be updated and refined for formal site review based on concept review comments received from the city.



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- a. The new building will be strategically placed at a well-proportioned distance from the elbow of the existing L-shaped apartment building. This arrangement will facilitate a more structured and activated circulation zone for the site as a whole. Furthermore, by positioning the new building well within the west property boundary, an ample visual buffer will be created between the project and the existing residential single-family zoning. A neighborhood compatibility analysis will also be provided as part of formal site review.
- b. Three stories above grade and a 35' building height are allowed with the RH-4 zoning and the height of the new building will remain at or below that height limit. This height is similar or below the heights of existing buildings in the immediate area.
- c. The orientation of the building, lower than maximum building height and meeting or exceeding the side and rear setbacks, minimizes shadows on the property and blocking of views from adjacent properties.
- d. The character of the area transitions fairly abruptly from commercial to residential by way of the Elmer Creek Path that frames the eastern edge of the site. The project compatibility with the surrounding built environment is made possible by respecting the exterior finish materials of the surrounding area while maintaining a contemporary aesthetic typical of other multi-family projects. The down lighting that will be provided will be subdued to provide safe illumination in keeping with the surrounding area.
- e. Due to the limited size of the property, no public amenities or public facilities will be provided on site.
- f. This project will include efficiency units (ELUs), 1-bedroom and 2-bedroom units, which will help bolster the supply of available dwelling units for the community.
- g. Noise is minimized between the units based on the location and the configuration of the units, which feature most portions of each unit stacking over the same unit. The building layout also maximizes the exterior unit walls and minimizes the interior common walls between units minimizing the noise between units.
- h. New units will be compliant with new HERS ratings and standards associated with new construction.



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Concept Plan Review | Written Statement

- i. Minimal impact to the site existing contours is anticipated as the design of the new/existing buildings conforms to the natural contours of the site.
- j. The location of the building addition is constrained by the lot configuration and the open space provided at the north and east portions of the site. The new building largely occupies what is currently a surface parking lot in disrepair.
- k. The building addition and the existing building mass including the roofs are within the Solar Access Area II and the primary building orientation is north/south.
- l. The proposed landscaping is not located to provide shading effects on adjacent properties.
- m. The location of this property allows for multi-modal transportation options and alternatives to cars, due to the extremely close access to the RTD bus stops on 28th Ave. and Glenwood Dr. Immediate adjacency to the Elmer Creek Bike Path further supports a reduction in anticipated car usage.

Due to these overwhelming alternative transportation options, a TDM plan, and location we feel the residents of these units will not require more than 2 parking spots per unit.

**Covenants**

- None

**Parking Restrictions**

*Parking count assumes the utilization of some portion of the 25% parking reduction because this would be reviewed on a staff level rather than site review per the zoning reforms. With approximately 57 parking spaces available on the site, that number represents approximately 82% of 70 required spaces. - existing parking required for 37 unit bldg: 46*

*- studios: 1 per unit x 8 = 8*

*- 1br: 1 per unit x 10 = 10*

*- 2br: 1.5 per unit x 4 = 6*

*Total Parking Required: 70*

***Total Parking Provided (25% reduction allowed): 57 (18% reduction to be requested)***



2717 Glenwood Drive  
Concept Plan Review | Written Statement

**Information or education materials or programs that may reduce single-occupant vehicle trip generation to and from the site**

- Implementation of a Transportation Demand Management Plan to be developed and proposed during site review. Plan will include unbundled automobile parking, eco passes for residents, and secured long term, bike parking.

**PROPOSED LAND USE**

**Housing Type**

- High density residential for rent apartments

**Mix / Sizes**

- The proposed unit mix for the new building will consist of studios, 1br, and 2br units weighted more heavily toward studios and 1br units. When factoring parking requirements (including a 25% reduction), the total unit count is approximately 22 as outlined below.

Preserving existing housing stock. Preserved unit rental costs currently don't vary much from deed restricted 60% AMI units.

- Studios/efficiency: 8 units | ~470sf (no more than 40% of total in building) (36% of total unit count)

- 1br: 10 units | ~627sf

- 2br: 4 units | ~1078sf

**Total new units: 22\***

\*The unit mix is driven primarily by a desire for smaller units as well as the 40% max allowable for efficiency units.

**Anticipated Rental Prices or New proposed Units**

- Studios/efficiency: 8 units | ~470sf | \$1,600/month

- 1br: 10 units | ~627sf | 2,100/month

- 2br: 4 units | ~1078sf | \$2,700/month

**Percentage of affordable units to be included**

- Zero. Inclusionary housing will be met with cash in lieu fee.



2717 Glenwood Drive  
Concept Plan Review | Written Statement

**Special design characteristics that may be needed to assure affordability**

- The concept of this project aims to preserve existing housing as opposed to razing the entire site, while adding new units to aid in satisfying the growing population and housing stock demands.



# CONCEPT REVIEW SUBMITTAL SET FOR

**LEGAL DESCRIPTION:  
 OUTLOT A HIGH MEADOWS 3 & TR 2343 20-1N-70 AS PER 816838  
 01/05/87 BCR ID 3178 COMB HERE PER OWNER REQUEST 1988**

ALSO KNOWN AS

# A B O D E

2717 GLENWOOD DR.  
 BOULDER, CO 80304

CONCEPT REVIEW  
 02.09.2024

## GENERAL PROJECT DATA

### PROJECT DESCRIPTION:

PARTIAL REDEVELOPMENT OF THE 1.89 ACRE SITE THAT CURRENTLY CONTAINS A 2-STORY, 37-UNIT (1 & 2 BEDROOM), SINGLE-LOADED APARTMENT BUILDING. THE PROPOSED NEW 3-STORY APARTMENT BUILDING IN THE SOUTHWEST PORTION OF THE PROPERTY WILL PROVIDE 22 ADDITIONAL DWELLING UNITS (EFFICIENCY LIVING UNITS, 1 BEDROOM & 2 BEDROOM).

### ZONING DISTRICT:

RH-4


### APPLICABLE CODES:


- 2018 IBC W/ LOCAL AMENDMENTS
- 2017 IECC
- 2018 IMC
- 2018 IPC
- 2018 IFGC
- NEC 2020


- BOULDER REVISED CODE (BRC), 1981
- BOULDER DESIGN AND CONSTRUCTION STANDARDS
- 2020 CITY OF BOULDER ENERGY CONSERVATION CODE
- ICC/ANSI A117.1 (2003)
- ADAAG 2010




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CR-5	FLOODPLAIN / WETLANDS
CR-6	ARCHITECTURAL SITE PLAN
CR-7	BUILDING PLANS - LEVELS 2, 3 & ROOF
CR-8	DWELLING UNIT TYPES
CR-9.1	BUILDING ELEVATIONS
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CR-10	SITE AXONOMETRICS
CR-11	RENDERINGS
CR-12	OPEN SPACE ANALYSIS
CR-13	FLOOR AREA CALCULATIONS
CR-14	TREE INVENTORY

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CITY APPROVALS & USE ONLY

**A B O D E**  
 2717 GLENWOOD DR.  
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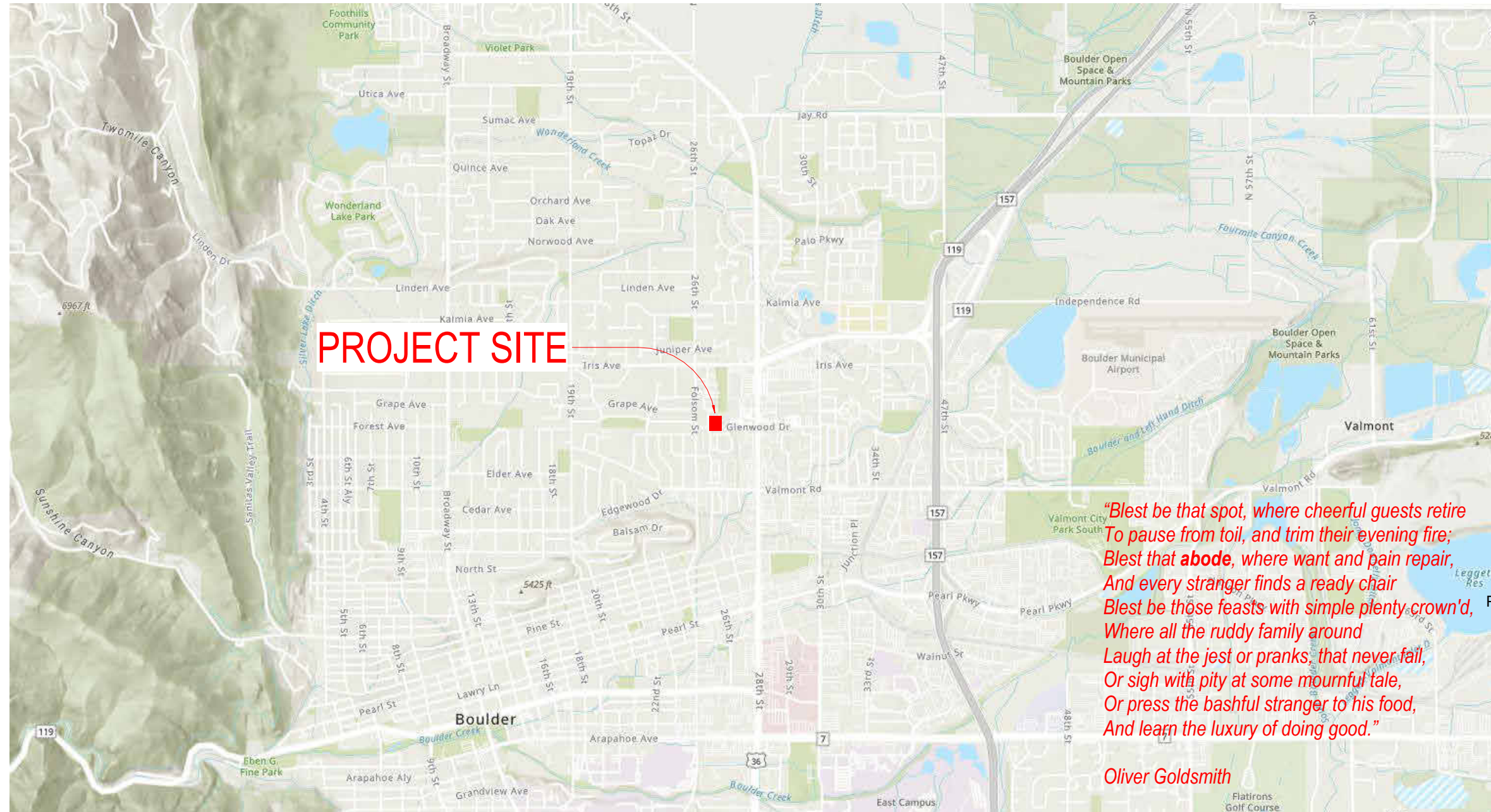
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 Project: #2220  
 Archive:  
 Plot Date: 2/6/2024 9:13:06 PM  
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Rev#	Date	Description

CONCEPT REVIEW

COVER SHEET






**CR-0**



*"Blest be that spot, where cheerful guests retire  
To pause from toil, and trim their evening fire;  
Blest that abode, where want and pain repair,  
And every stranger finds a ready chair  
Blest be those feasts with simple plenty crown'd,  
Where all the ruddy family around  
Laugh at the jest or pranks, that never fail,  
Or sigh with pity at some mournful tale,  
Or press the bashful stranger to his food,  
And learn the luxury of doing good."*

*Oliver Goldsmith*

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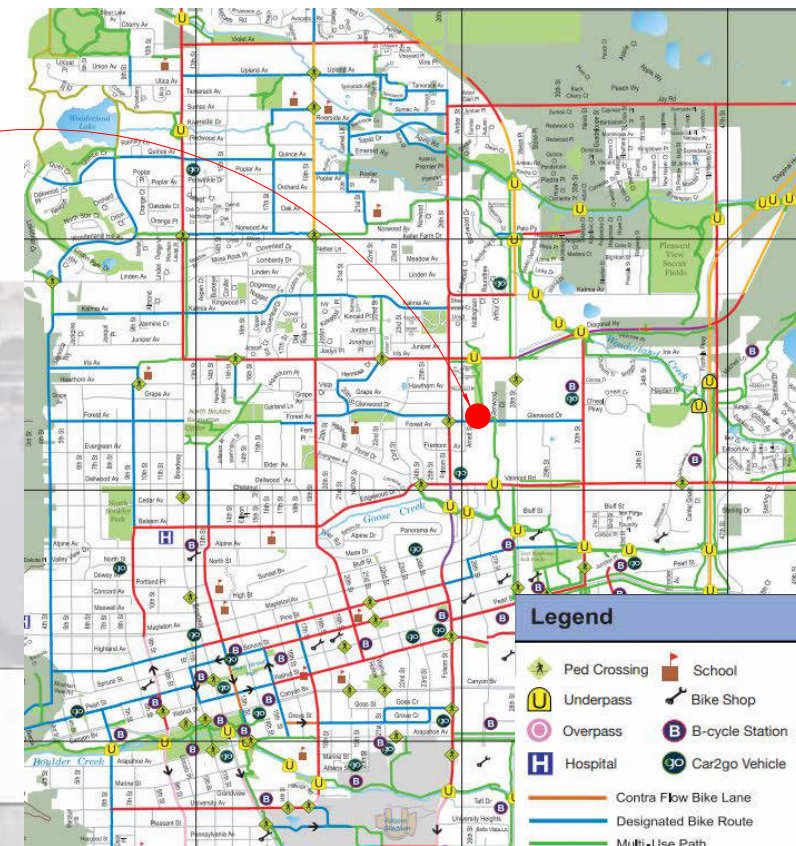
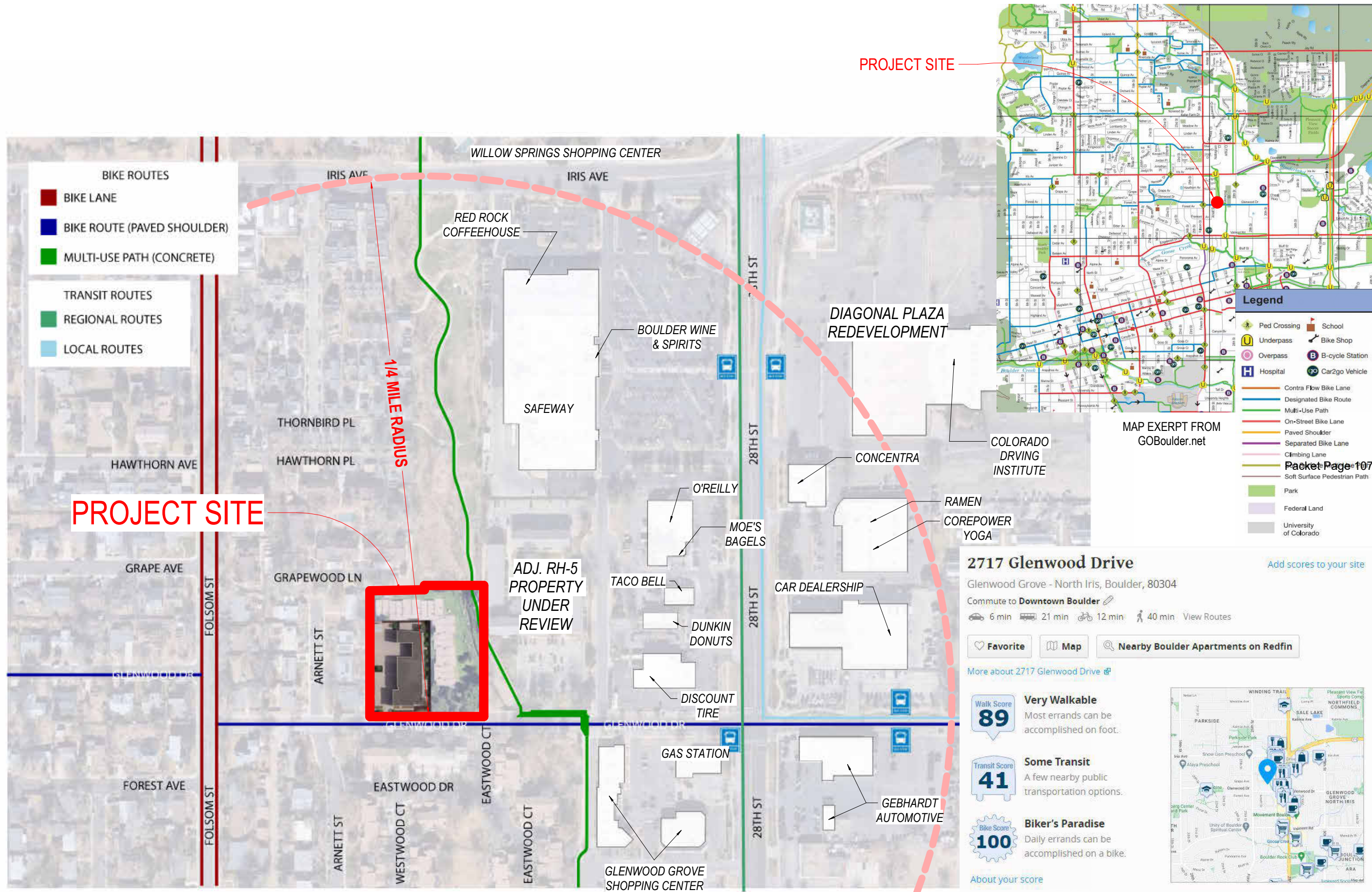
<b>OWNER</b> RUBICON DEVELOPMENT  1035 Pearl St STE 205 Boulder, CO 80302 tel: 720.280.7596 www.michaelbosma.com							
<b>ARCHITECT</b> CADDIS COLLABORATIVE  1521 Easy Rider Ln. #102 Boulder, CO 80304 tel: 303.443.3629 hello@caddispc.com www.caddispc.com							
<b>CIVIL ENGINEER</b> JVA, INCORPORATED  1319 Spuce Street Boulder, CO 80302 tel: 303.444.1951 www.jvava.com							
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<b>A B O D E</b> 2717 GLENWOOD DR. BOULDER, CO 80304							
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Rev#	Date	Description					
<b>CONCEPT REVIEW</b>							
VICINITY MAP / INTRODUCTION 							
<b>CR-1</b>							

**Introduction**

The Concept Plan for 2717 Glenwood, tentatively know as "abode", proposes a partial redevelopment of the site that currently contains one 37-unit, two-story walkup L-shaped apartment building and a large surface parking lot. The 2-acre site, less than 1/4 of a mile west of 28th Street, will add an efficient, 3-story 22-unit multi-family building that will occupy a portion of the existing parking lot with (2) stories of residential over parking. In accordance with the site's RH-4 Zoning designation and the Boulder Valley Comprehensive Plan's High Density Residential classification, the additional dwelling units proposed for the site will help to further address targeted density and diversity of dwelling unit types by including Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units.

Each dwelling unit has been thoughtfully organized to include generous individual outdoor decks, ample daylight and in-unit laundry facilities. An inviting, highly visible street and south-facing main level building entry will include a small waiting area with interior mail facilities with a package sorting area that will serve the property as a whole.

Rather than a more invasive full redevelopment of the site, this proposed project seeks to instead supplement the existing housing on site to help address Boulder's limited housing stock. In addition to creating comfortable and efficient living units, the project will focus heavily on the interstitial space between the new and existing buildings to create artfully landscaped, activated pedestrian zones. This pedestrian friendly approach to the site is also meant to take advantage of the sites surrounding context with an established Walk Score® and Bike Score® of 89 and 100 respectively. Although the site will continue to utilize a surface parking approach, much of the parking lot will be screened by the new building. Access to the surface parking will be maintained via one curb cut relocated slightly west of the existing location, thus maintaining alliance with Boulder's Vision Zero initiative. Bike parking facilities will be provided as required by the current Zoning Code and easily accessed and via the primary site circulation pathways.



**2717 Glenwood Drive**  
 Glenwood Grove - North Iris, Boulder, 80304  
 Commute to Downtown Boulder  
 6 min 21 min 12 min 40 min View Routes

Favorite Map Nearby Boulder Apartments on Redfin

More about 2717 Glenwood Drive

**Walk Score 89** Very Walkable  
 Most errands can be accomplished on foot.

**Transit Score 41** Some Transit  
 A few nearby public transportation options.

**Bike Score 100** Biker's Paradise  
 Daily errands can be accomplished on a bike.

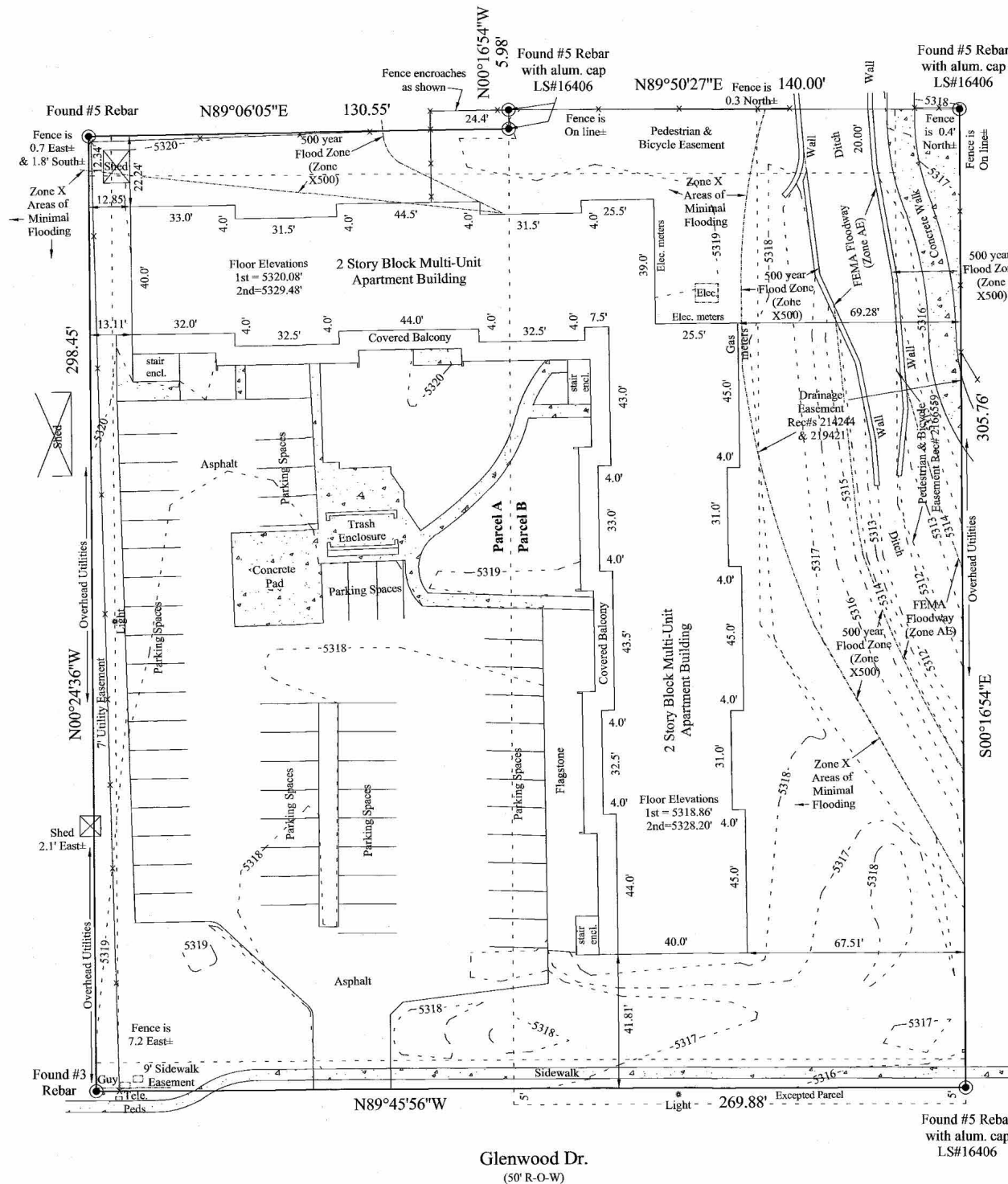
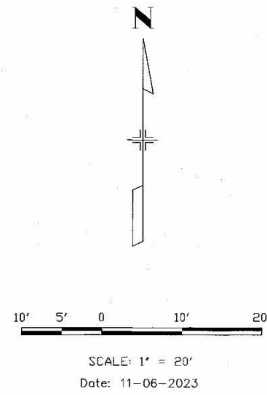
About your score

MAP EXERPT FROM WALK SCORE.COM

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<b>ARCHITECT</b> CADDIS COLLABORATIVE  1521 Easy Rider Ln. #102 Boulder, CO 80304 tel: 303.443.3629 hello@caddispc.com www.caddispc.com							
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<b>A B O D E</b> 2717 GLENWOOD DR. BOULDER, CO 80304	Date: 02.09.2024 Project: #2220 Archive: Plot Date: 2/6/2024 9:13:08 PM Revisions: <table border="1"> <thead> <tr> <th>Rev#</th> <th>Date</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Rev#	Date	Description			
Rev#	Date	Description					
<b>CONCEPT REVIEW</b> CONTEXT MAP <b>CR-2</b>							

# Improvement Survey Plat

Located in the NE 1/4 of the NE 1/4 of Section 13, Township 1 N, Range 71 W of the 6th P.M.  
 County of Boulder, State of Colorado. (4535 Broadway St., Boulder.)  
 (Area 81,781 square feet or 1.877 acres+/-)



## Legal Description

Parcel A:  
 Outlot A,  
 Third Addition to High Meadows,  
 County of Boulder,  
 State of Colorado.

Parcel B:  
 The East 140.00 Feet of the S1/2 of the SW1/4 of the NW1/4 of the SW1/4 of Section 20, Township 1 North, Range 70 West of the 6th P.M.,  
 Except that part of Tract 2 Conveyed to the City of Boulder in Instrument Recorded January 17, 1966 as Reception NO. 804794 on Film 557, More Particularly described as follows:  
 Beginning 520.00 Feet East of the SW corner of the NW1/4 of Section 20, Township 1 North, Range 70 West of the 6th P.M.,  
 Thence North 20.00 Feet to The Point of Beginning,  
 Thence North 5.00 Feet,  
 Thence East 140.00 Feet,  
 Thence South 5.00 Feet;  
 Thence West 140.00 Feet to The Point of Beginning,  
 County of Boulder, State of Colorado.

## Notes

- Bearings are based on the East line of this parcel as bearing N00°10'35"W according to the shown found monuments on this drawing and as shown on the provided Legal Description.
- Easements and Legal Description were provided by the client and not researched.
- Utilities shown were located in the field at the time of the survey. Others may exist.
- Distances shown are in U.S. Survey feet.
- Elevations were taken from City of Boulder Benchmark # V-1-2 with an elevation of 5527.13' (NAVD 1988 Datum).
- Flood Plain information was taken from the Boulder County Regulatory Flood Risk Zone Map.

## Surveyors Statement

In October of 2023 a survey was performed by me of the above described property, under my direct responsibility, supervision and checking.



"Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon."

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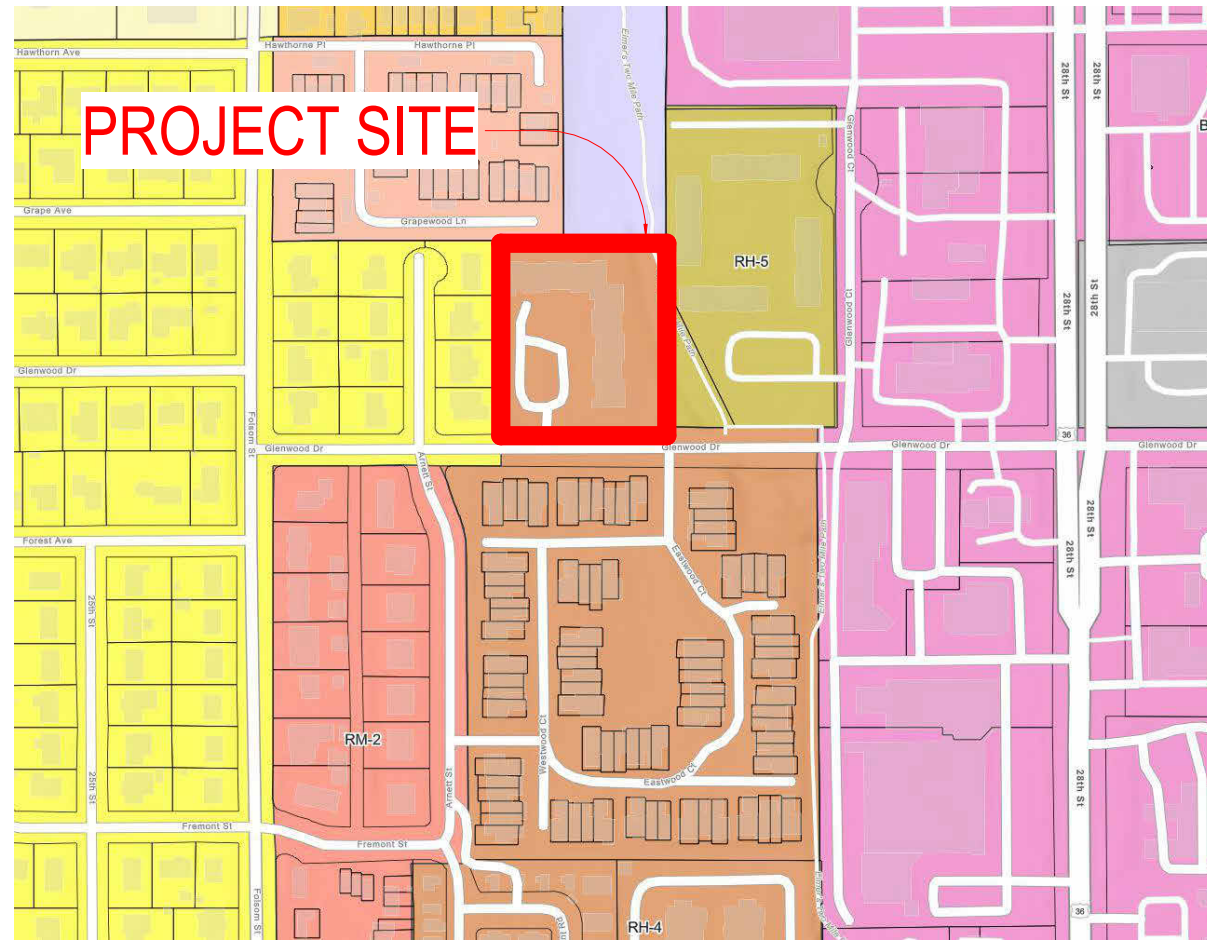
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**CONCEPT REVIEW**

SURVEY  
**CR-3**

**Patterson Partners**  
 9176 Aljan Dr., Longmont, CO 80503  
 Ph 303-678-7072



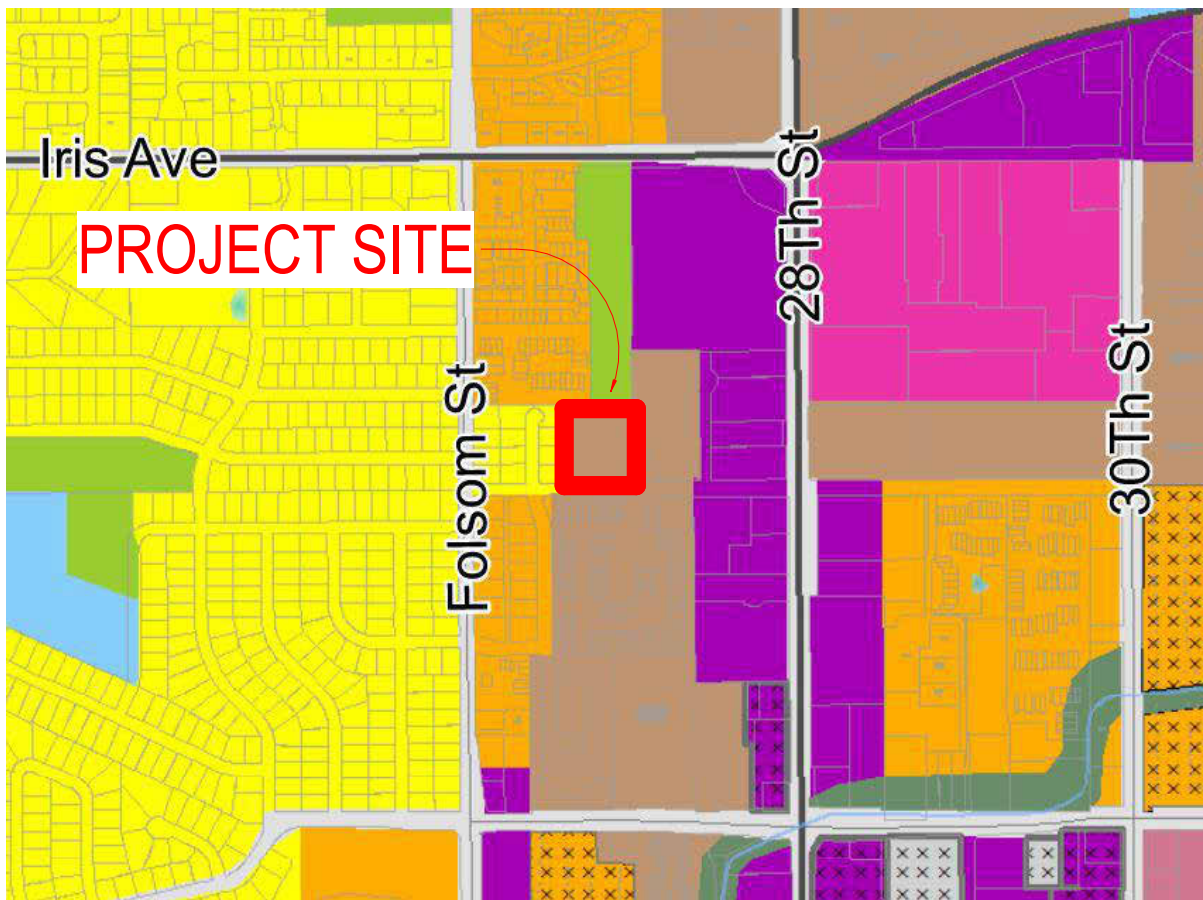
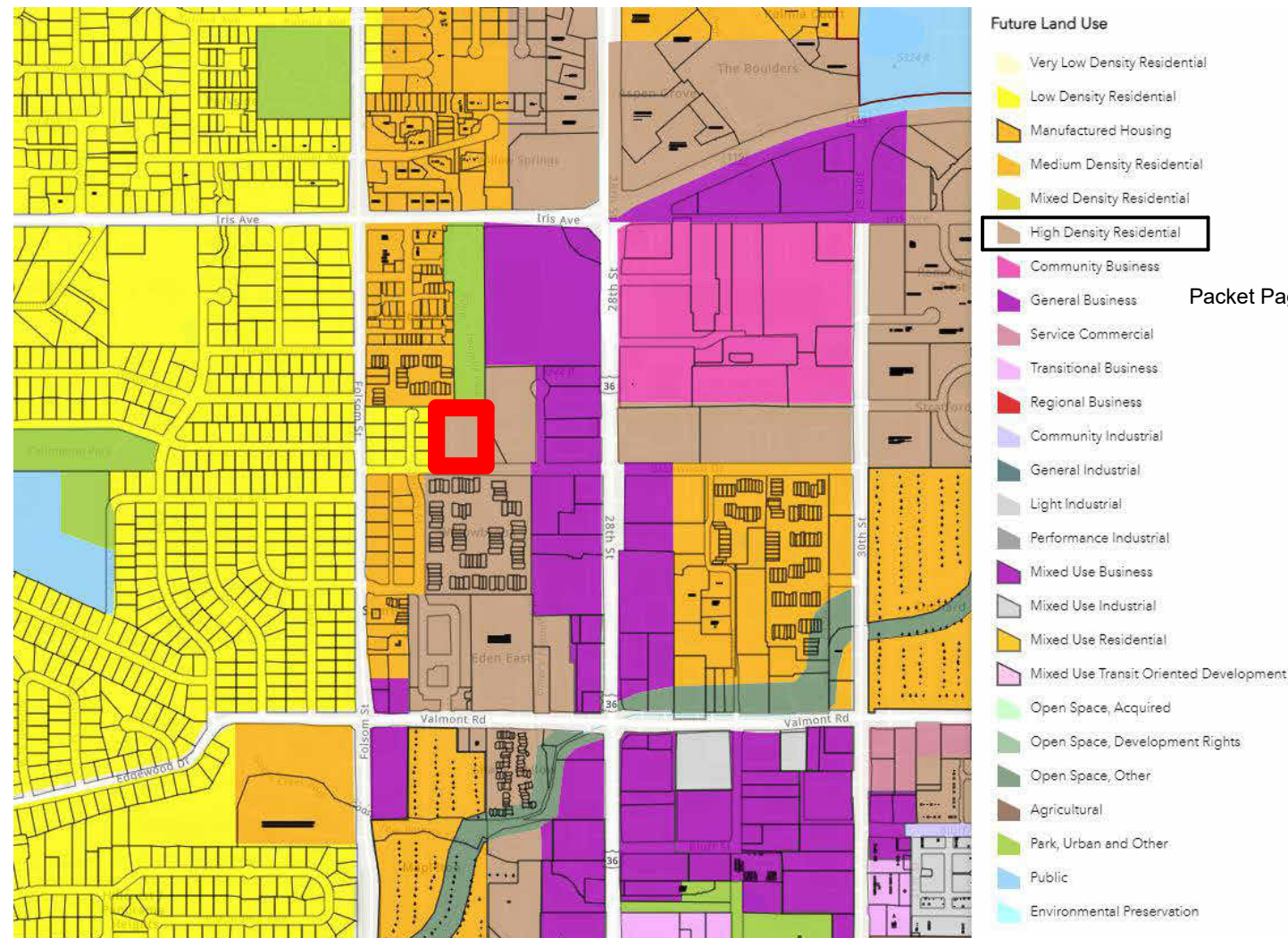


**ZONING: RESIDENTIAL HIGH - 4 (RH-4)**

HIGH-DENSITY RESIDENTIAL AREAS PRIMARILY USED FOR A VARIETY OF DWELLING UNIT TYPES, INCLUDING WITHOUT LIMITATION, APARTMENT BUILDINGS, AND WHERE COMPLEMENTARY USES MAY BE ALLOWED.

**ADJACENT ZONING DISTRICTS**

- BC-1 Business - Community 1 (CB-D)
- RL-1 Residential - Low 1 (LR-E)
- RM-1 Residential - Medium 1 (MR-D)
- RM-2 Residential - Medium 2 (MR-E)
- RM-3 Residential - Medium 3 (MR-X)
- RE Residential - Estate (ER-E)
- RH-4 Residential - High 4 (HR-D)**
- RH-5 Residential - High 5 (HR-E)
- IG Industrial - General (IG-E/D)
- P Public (P-E)



**BVCP LAND USE: HIGH-DENSITY RESIDENTIAL**

THE PROPERTY HAS A HIGH-DENSITY LAND USE DESIGNATION IN THE BOULDER VALLEY COMP PLAN (BVCP) AND IS ZONED RH-4. THE PROPOSED PROJECT IS IN ALIGNMENT WITH THE LONG-TERM DENSITY AND INTENSITY STANDARDS FOR THE SITE AND CONTRIBUTES TO THE CURRENT LAND USE ENVISIONED FOR THE AREA.

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**A B O D E**  
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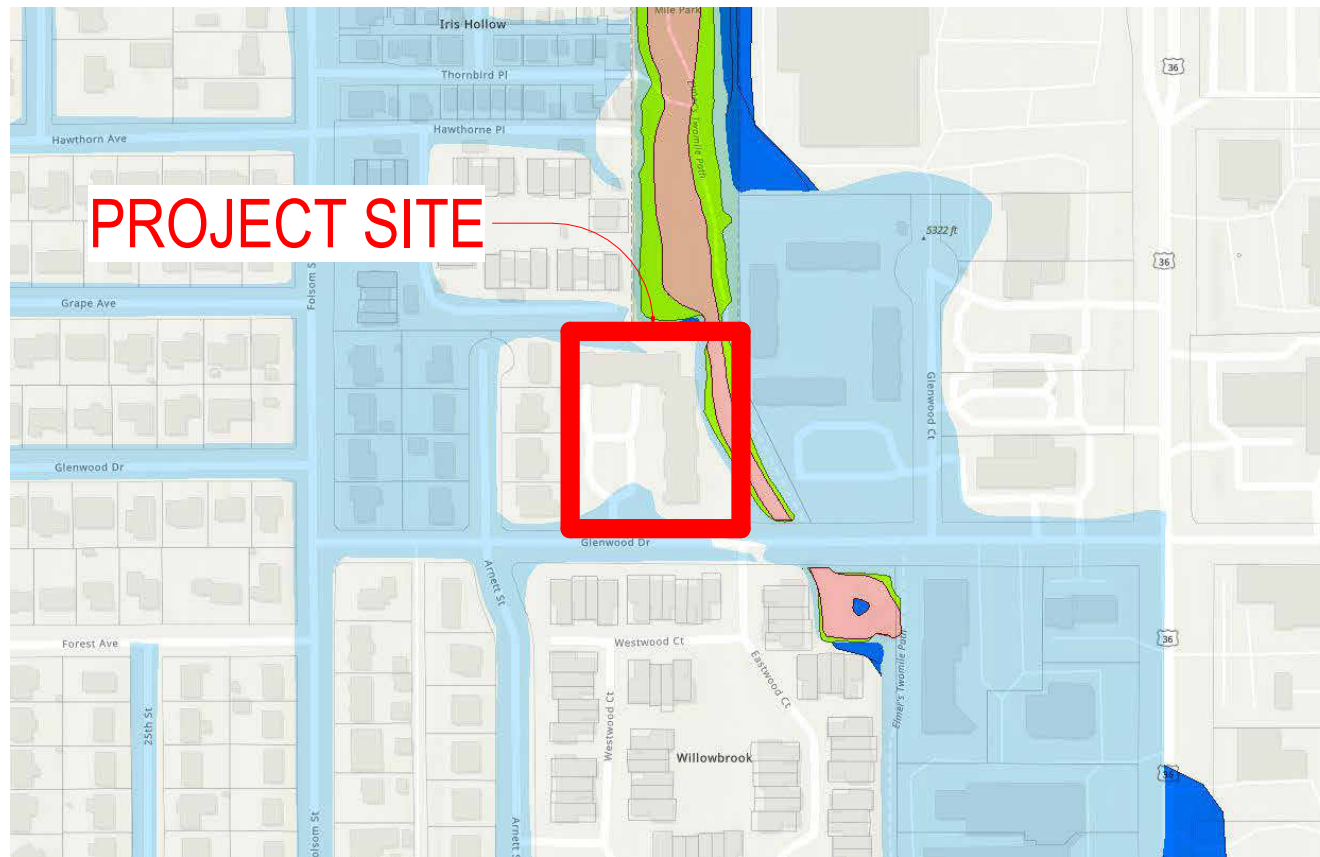
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Rev#	Date	Description

CONCEPT REVIEW

LAND USE / ZONING

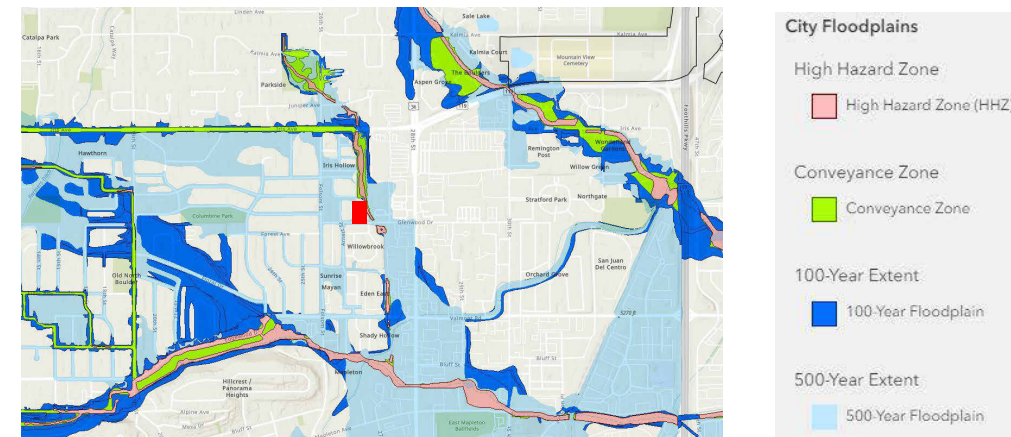
CR-4





**FLOODPLAIN**

THE SMALL PORTION OF THE PROPOSED DEVELOPMENT SITE LIES WITHIN THE 500-YEAR FLOODPLAIN ALTHOUGH THE PROJECT IS NOT DEFINED AS EITHER A CRITICAL CARE FACILITY OR LODGING AND IS THEREFORE NOT REQUIRED TO BE ELEVATED OR FLOODPROOFED. ELMERS TWOMILE CREEK BISECTS A SMALL PORTION OF THE NORTHEAST CORNER OF THE SITE WHICH IS CONSTRAINED BY EASEMENTS TO ACCOMMODATE THE ASSOCIATED DRAINAGEWAY. THE PROPOSED DEVELOPMENT LIES OUTSIDE OF THE DRAINAGE EASMENT.



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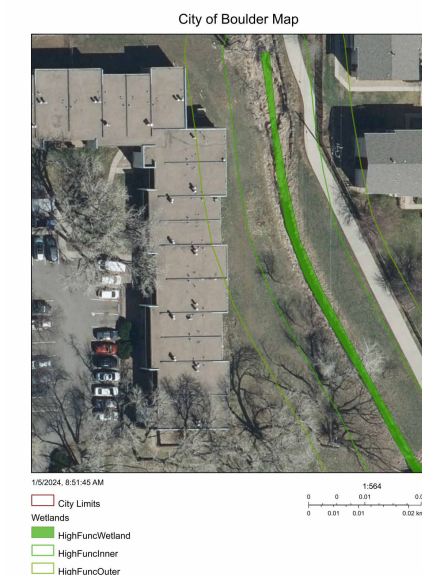
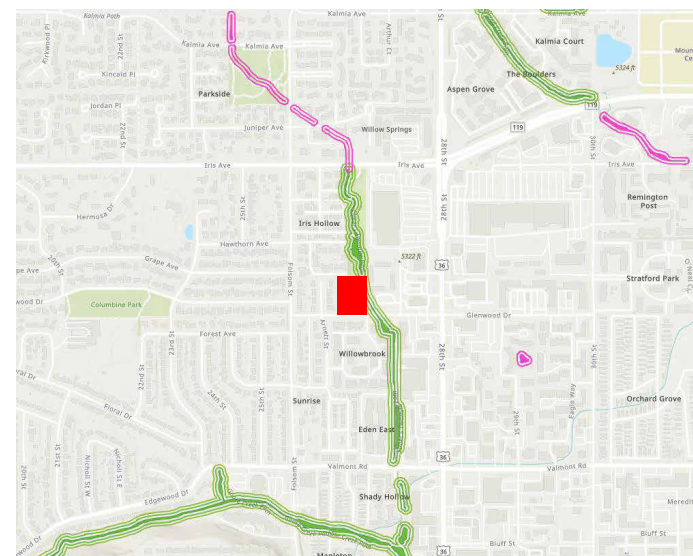
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**WETLANDS**

THE WETLAND BOUNDARIES EXTEND INTO THE NE PORTION OF THE SITE BUT DO NOT IMPACT THE PROPOSED SITE IMPROVEMENTS. PER THE ADOPTED ZONING ORDINANCE, ONLY A PORTION OF THE WETLAND AREA CAN BE COUNTED TOWARD OPEN SPACE (NO MORE THAN 50% OF REQUIRED OPEN SPACE). RE: OPEN SPACE CALCULATIONS ON CR-12



**A B O D E**  
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BOULDER, CO 80304

Date: 02.09.2024  
Project: #2220  
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Revisions:

Rev#	Date	Description

**CONCEPT REVIEW**

FLOODPLAIN / WETLANDS

**CR-5**

MUNICIPAL CODE ZONING REFORM SUMMARY FOR 2717 GLENWOOD DRIVE, BOULDER CO

General takeways from potential zoning reforms per City Council Agenda Item 6A:

- The existing site supports the 30% open space requirement, regardless of the impact of a new building.
- With a maximum FAR of 1.0 and an overall site area of 82,432sf, the total floor area of all structures on the site is limited to that same 82,432sf. The existing building constitutes 33,898sf. The total allowable floor area for a new building is therefore limited to the difference of 82,432 and 33,898, or **48,534sf**. A new building will likely not challenge that threshold based on the constraints of height, actual buildable area and parking. The final floor area of the new building will likely be closer to **30,000sf**.
- Based on client input, the proposed unit mix for the new building will consist of studios, 1br, and 2br units weighted more heavily toward studios and 1br units. When factoring parking requirements (including a 25% reduction), the total unit count is approximately 22 as outlined below.

- studios/efficiency (no more than 40% of total in building):	8 (36% of total unit count)
- 1br	10
- 2br	4
<b>Total new units:</b>	<b>22*</b>

\*The unit mix is driven primarily by a desire for smaller units as well as the 40% max allowable for efficiency units.

4. Parking count assumes the utilization of some portion of the 25% parking reduction because this would be reviewed on a staff level rather than site review per the zoning reforms. With approximately 58 parking spaces available on the site, that number represents approximately 83% of 70 required spaces. A full utilization of the 25% parking reduction would equate to 77 spaces (58/77 = 75%) which translates up to an additional 7 units depending on available space and final unit size and mix.

- existing parking required for 37 unit bldg:	46
- studios: 1 per unit x 8 =	8
- 1br: 1 per unit x 10 =	10
- 2br: 1.5 per unit x 4 =	6
<b>Total Parking Required:</b>	<b>70</b>
<b>Total Parking Provided (25% reduction allowed):</b>	<b>57 (18% reduction to be requested)</b>

5. Summary: This proposed site plan approach, with the Zoning reforms considered, utilizes the originally proposed parking and unit sizes for studios, 1br and 2br units. The resulting layout includes approximately 11 units at level 2 and 11 units at level 3 in a double-loaded building configuration.

Efficiency Unit Type:

9-16-1. - General Definitions.

Efficiency living unit means a dwelling unit that contains a bathroom and kitchen and does not exceed a maximum floor area of four hundred seventy-five square feet.

9-6-3. - Specific Use Standards - Residential Uses.

(f)Efficiency Living Unit:  
(2)In the RH-1, RH-2, RH-4, RH-5, MU-4, BT-1, BT-2, DT-4, DT-5, DT-1, DT-2, and DT-3 Zoning Districts:(A)Review Process: In the RH-1, RH-2, RH-4, RH-5, MU-4, BT-1, BT-2, DT-4, DT-5, DT-1, DT-2, and DT-3 zoning districts, efficiency living units are allowed by right if less than 40 percent of total units in the building are efficiency living units. Efficiency living units that are not allowed by right may be approved only pursuant to a use review.

9-8-7. - Density and Occupancy of Efficiency Living Units.

(a)Dwelling Unit Equivalents for Efficiency Living Units: For purposes of the density limits of Section 9-8-1, "Schedule of Intensity Standards," B.R.C. 1981, two efficiency living units constitute one dwelling unit.(b) Dwelling Unit Equivalents for Growth Management Allocations: For purposes of counting dwelling units under the provisions of Chapter 9-14, "Residential Growth Management System," B.R.C. 1981, two efficiency living units equal one dwelling unit.(c)Dwelling Unit Equivalents for Moderate Income Housing: For purposes of counting dwelling units under the provisions of Ordinance No. 4638, as amended, "Moderate Income Housing," one efficiency living unit equals one dwelling unit.(d)Maximum Occupancy: No more than two persons shall occupy an efficiency living unit. Ordinance No. 7597 (2008)

TABLE 9-2: USE SPECIFIC MOTOR VEHICLE PARKING REQUIREMENTS FOR RESIDENTIAL USES IN ALL ZONES

Efficiency units, transitional housing 1 space per DU

Applicable Zoning changes from the Boulder City Council Agenda Item 6-A dated June 15, 2023. Adoption of changes anticipated by Aug 17 or Sept 21, 2023.

9-8-2. - Floor Area Ratio Requirements.

Calculating Floor Area Ratios and Floor Area Ratio Additions: The floor area ratio shall be calculated based on all buildings on a lot according to the definitions in Chapter 9-16, B.R.C., 1981, "Floor Area," "Floor Area Ratio," "Uninhabitable Space," and "Basement". In addition to the floor area ratio limitations set forth in Table 8-1, Intensity Standards, B.R.C. 1981, floor area ratio additions may be added above the base floor area ratio and certain floor areas may be excluded from the floor area calculations as set forth in Table 8-2 of this section.

Floor area means the total square footage of all levels measured to the outside surface of the exterior framing, or to the outside surface of the exterior walls if there is no exterior framing, of a building or portion thereof, which includes stairways, elevators, the portions of all exterior elevated above grade corridors, balconies, and walkways that are required for primary or secondary egress by Chapter 10-5, "Building Code," B.R.C. 1981, storage and mechanical rooms, whether internal or external to the structure, but excluding an atrium on the interior of a building where no floor exists, a courtyard, the stairway opening at the uppermost floor of a building, and floor area that meets the definition of uninhabitable space.

Floor area ratio (FAR) means the ratio of the floor area of a building to the area of the lot on which the building is situated.

Uninhabitable space means a room or portion thereof that is six feet or less in floor to ceiling height, or a room solely used to house mechanical or electrical equipment that serves the building, including, without limitation, heating, cooling, electrical, ventilation and filtration systems, or any parking facility located completely below grade on all sides of the structure regardless of the topography of the site (see definition of "floor area").

ZONING CODE COMPLIANCE	
ZONING CLASSIFICATION	RH-4
LOT SIZE	82,443 SF
FAR	1.0
ALLOWABLE FLOOR AREA	82,443 SF
<b>TOTAL FLOOR AREA PROVIDED</b>	<b>61,456 SF</b>
EXISTING	30,898 SF
NEW (PROPOSED)	30,558 SF
ALLOWABLE HEIGHT	35'
PROPOSED HEIGHT	35'
OPEN SPACE REQUIRED	30% (24,733 SF)
<b>OPEN SPACE PROVIDED</b>	<b>39% (32,932 SF)</b>

VEHICLE PARKING	
PARKING STALLS REQUIRED PER CITY CODE	70
<b>TOTAL PARKING STALLS PROVIDED</b>	<b>57</b>
LOADING	1
<b>TOTAL PARKING REDUCTION</b>	<b>18%</b>
TOTAL ADA STALLS REQUIRED	3 INCL. 1 VAN
<b>TOTAL ADA STALLS PROVIDED</b>	<b>3 INCL. 1 VAN</b>
TOTAL EV CAPABLE STALLS REQUIRED	14 STALLS
TOTAL EV CAPABLE STALLS PROVIDED	14 STALLS
TOTAL EV CHARGING STATIONS REQUIRED	2 STATIONS
<b>TOTAL EV CHARGING STATIONS PROVIDED*</b>	<b>2 STATIONS</b>

\* ALL SPACES TO BE PREWIRED AS EV READY PER 2020 CITY OF BOULDER ENERGY CONSERVATION CODE, TABLE C405.11.1


BICYCLE PARKING	
TOTAL BICYCLE PARKING STALLS REQUIRED	118
TOTAL LONG TERM BICYCLE PARKING STALLS	90
TOTAL SHORT TERM BICYCLE STALLS AT GRADE	30
<b>TOTAL BICYCLE STALLS PROVIDED</b>	<b>120</b>


\* MECHANIC STATION TO BE PROVIDED (WEST OF LONG TERM AREA)


INDICATED EXTENTS OF R-2 PORTION OF BUILDING ABOVE AT LEVELS 2 & 3


(E) FENCE LINE (WEST PORTION TO BE RELOCATED TO ALLOW FOR PARKING LANDSCAPE BUFFER AND SITE ACCESS @ UTILITY EASEMENT)

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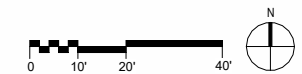
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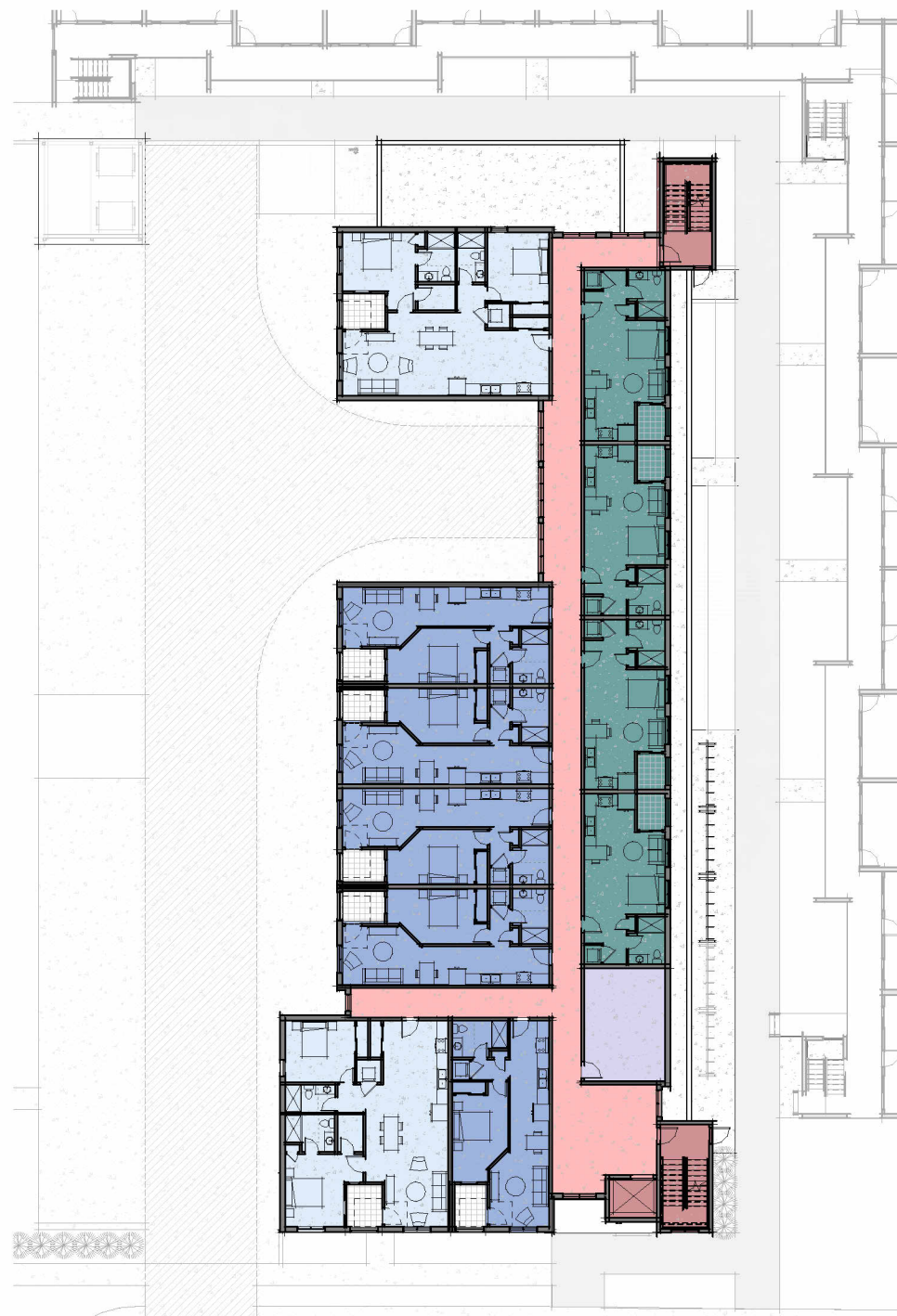
ARCHITECTURAL SITE PLAN

**CR-6**

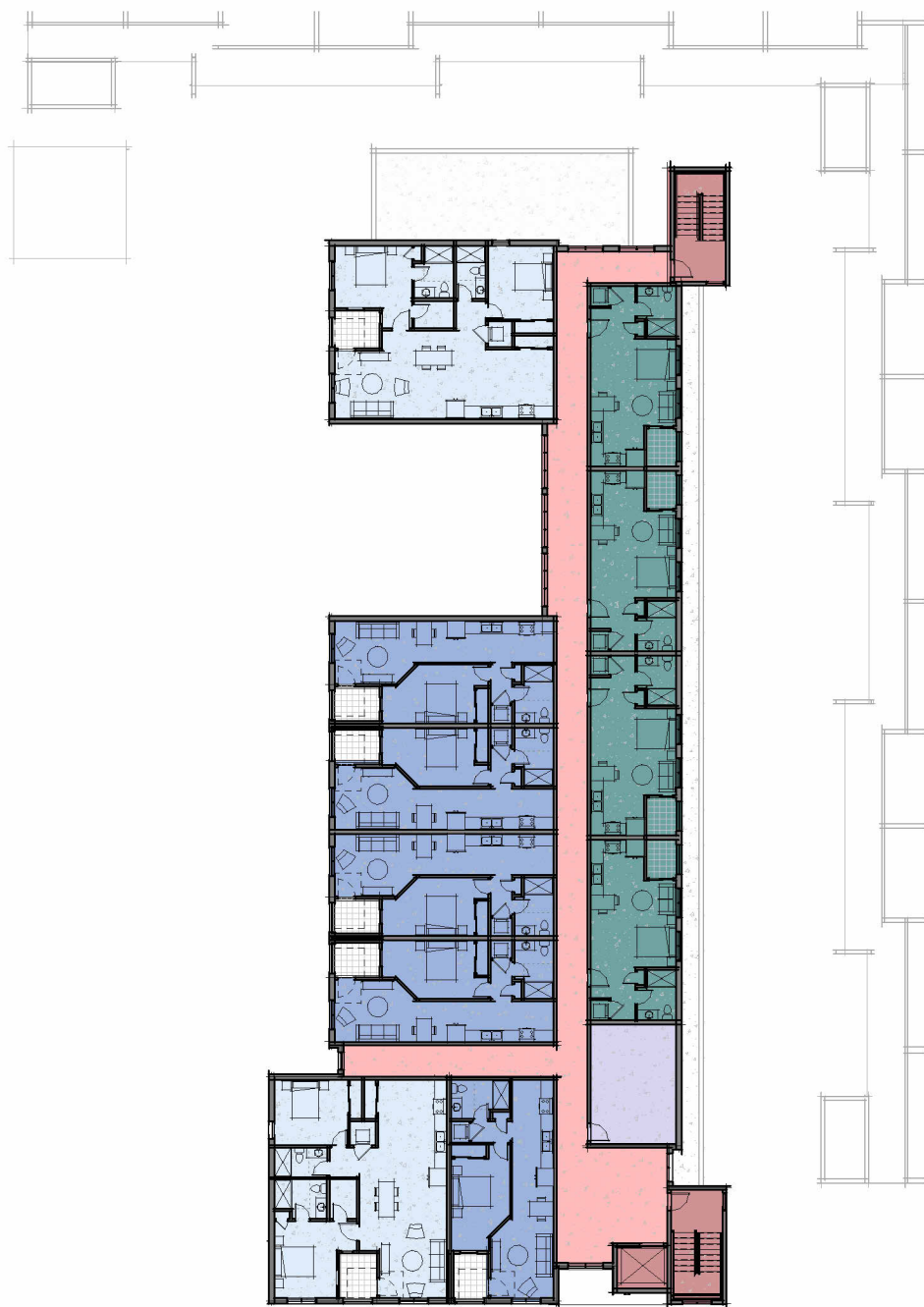


1 - CONCEPT REVIEW - ARCHITECTURAL SITE PLAN  
1" = 20'-0"

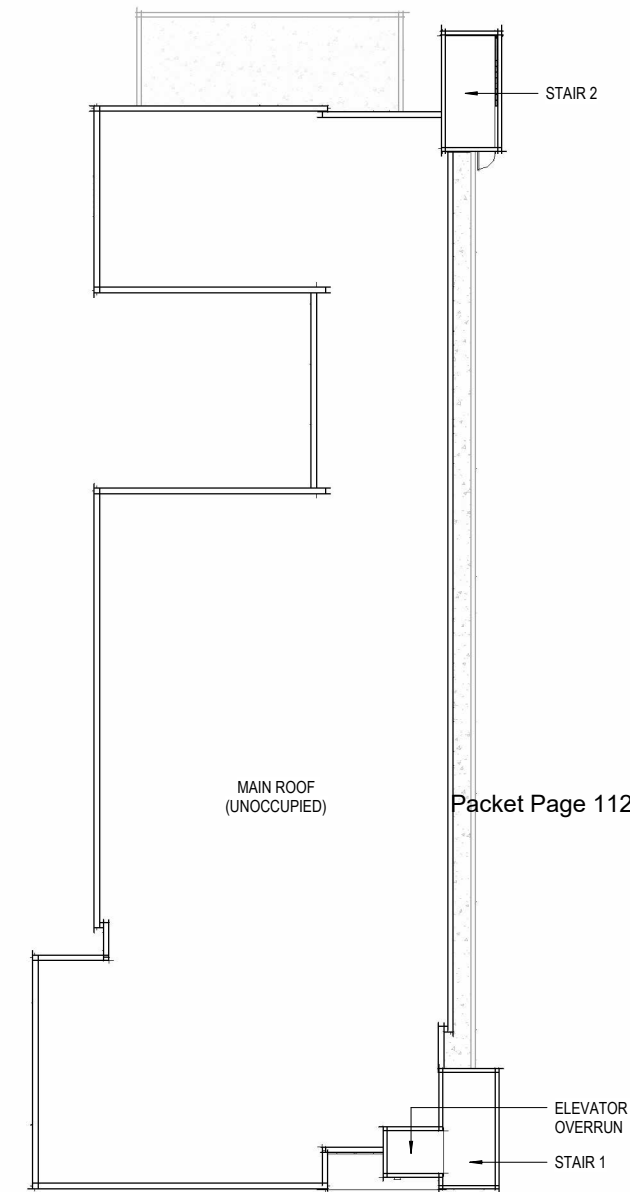




1 NB - LEVEL 2 - GRAPHICS  
1/16" = 1'-0"



2 NB - LEVEL 3 - GRAPHICS  
1/16" = 1'-0"

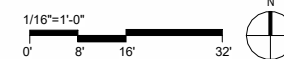


3 NB - T.O. PARAPET - GRAPHICS  
1/16" = 1'-0"

UNIT COUNTS	
EFFICIENCY LIVING UNITS (ELU)*	8
1-BR DWELLING UNIT	10
2-BR DWELLING UNIT	4
<b>TOTAL UNIT COUNT (NEW BUILDING)</b>	<b>22</b>
TOTAL UNIT COUNT (EXISTING)	37
TOTAL UNIT COUNT (OVERALL SITE)	59
<b>TOTAL DWELLING UNIT COUNT (OVERALL SITE)</b>	<b>55</b>

\* (2) ELU'S = 1 DWELLING UNIT

- STUDIO/EFFICIENCY (~ 470 SF)
- 1-BED (~ 627 SF)
- 2-BED (~ 1078 SF)
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION
- PARKING
- OPEN SPACE - PRIVATE (UNIT BALCONIES)
- PLANTING ZONE
- ANCILLARY (UTILITY/MECH/BIKE/LAUN/TRASH)
- COMMON AREA / AMENITY



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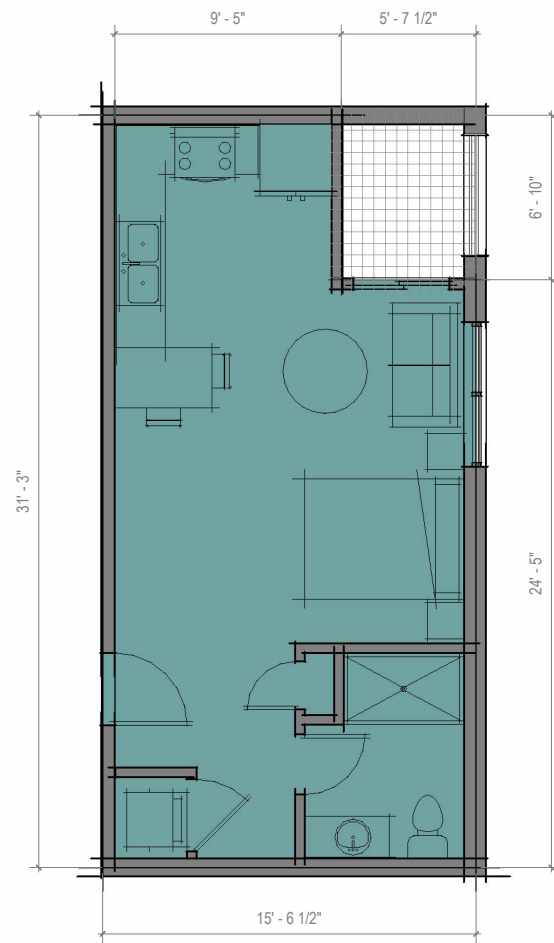
CONCEPT  
REVIEW

BUILDING PLANS - LEVELS 2, 3  
& ROOF

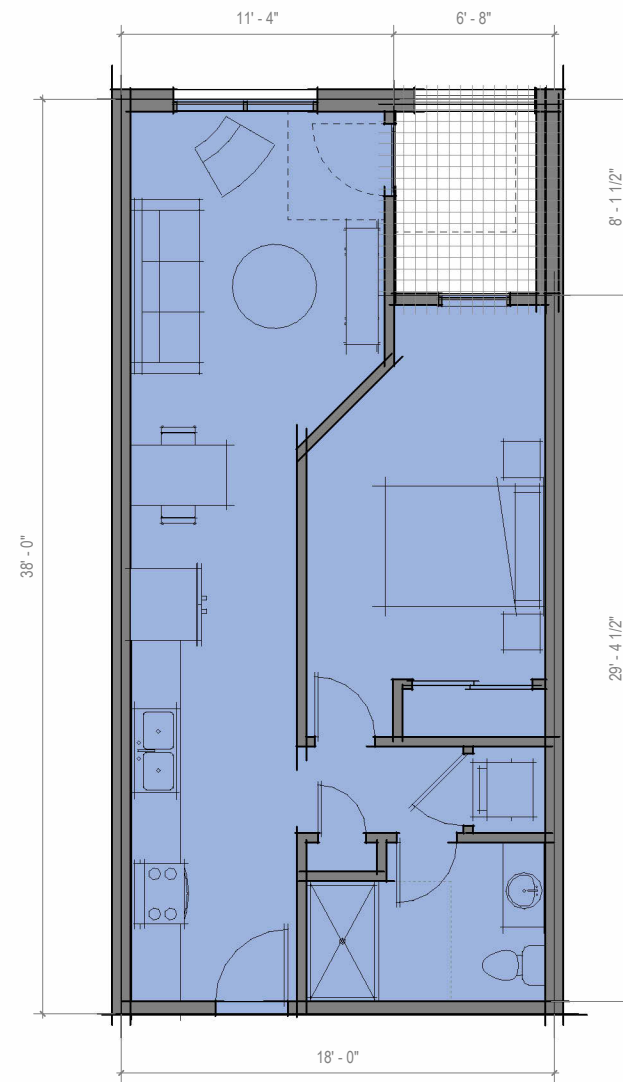
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CR-7

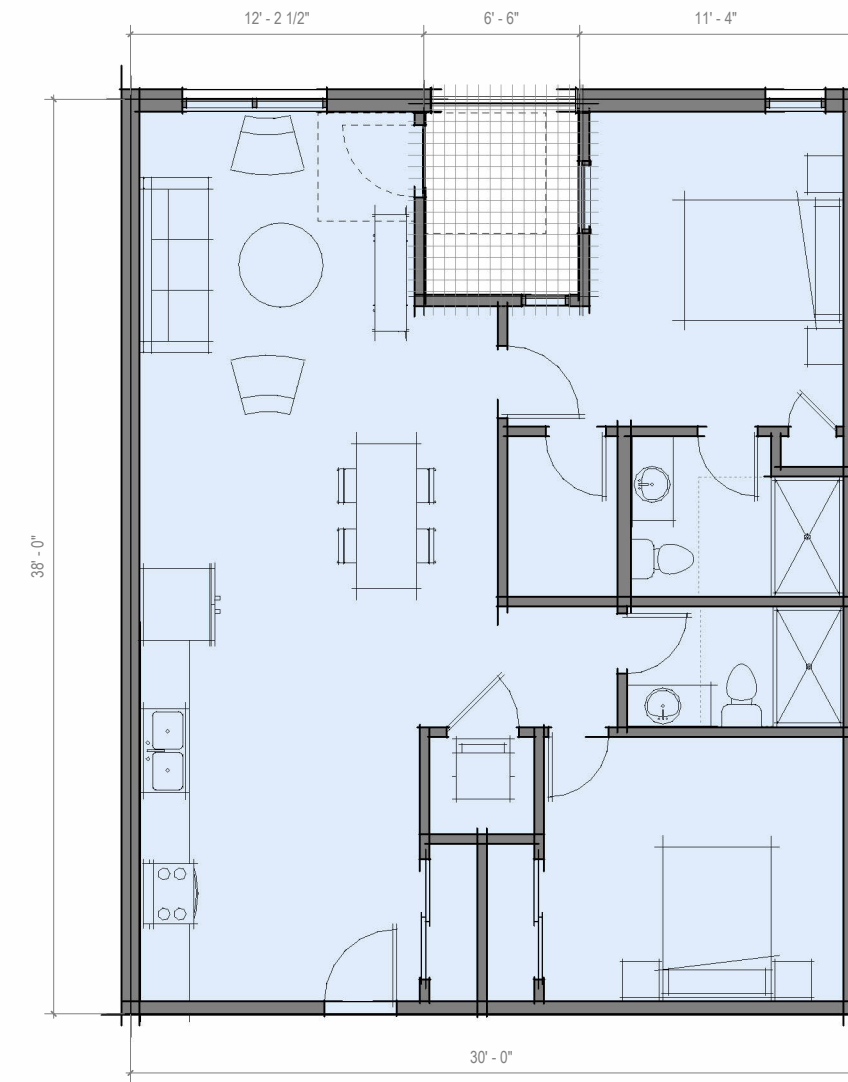




**EFFICIENCY (ELU) / 1 BA**  
**14'-6" X 37'-0"**  
**470 SF**  
**(BALCONY = 40 SF)**




**1 BEDROOM / 1BA**  
**18' X 37'-8"**  
**627 SF**  
**(BALCONY = 47 SF)**





**2 BEDROOM / 2 BA**  
**30' X 37'-8"**  
**1078 SF**  
**(BALCONY = 53)**


- STUDIO/EFFICIENCY (~ 470 SF)
- 1-BED (~ 627 SF)
- 2-BED (~ 1078 SF)
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION
- PARKING
- OPEN SPACE - PRIVATE (UNIT BALCONIES)
- PLANTING ZONE
- ANCILLARY (UTILITY/MECH/BIKE/LAUN/TRASH)
- COMMON AREA / AMENITY



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**CONCEPT REVIEW**


DWELLING UNIT TYPES

**CR-8**

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2 WEST BUILDING ELEVATION  
 1/8" = 1'-0"



1 SOUTH BUILDING ELEVATION (FRONT)  
 1/8" = 1'-0"

EXTERIOR FINISH LEGEND	
	CEMENTITIUS SIDING - SHAKE SHINGLE BY JAMES HARDI, OR EQUIV.
	CMU - GROUND FACE
	VERTICAL CEMENTITIUS SIDING - 4" VERTICAL BY JAMES HARDI, OR EQUIV.
	ADHERED STONE

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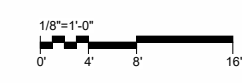
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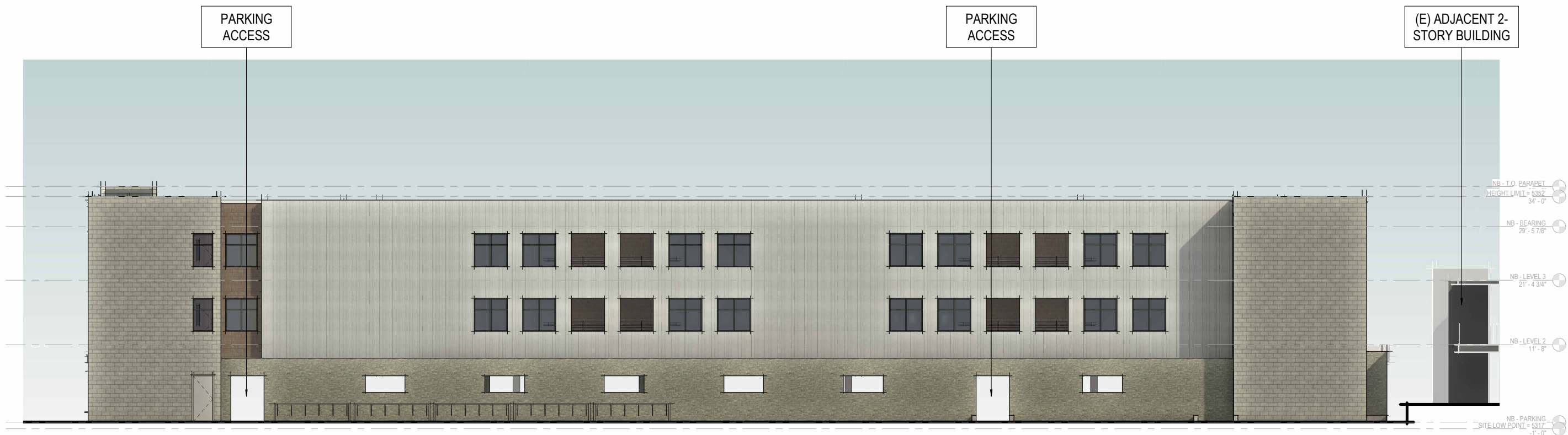
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CONCEPT REVIEW

BUILDING ELEVATIONS

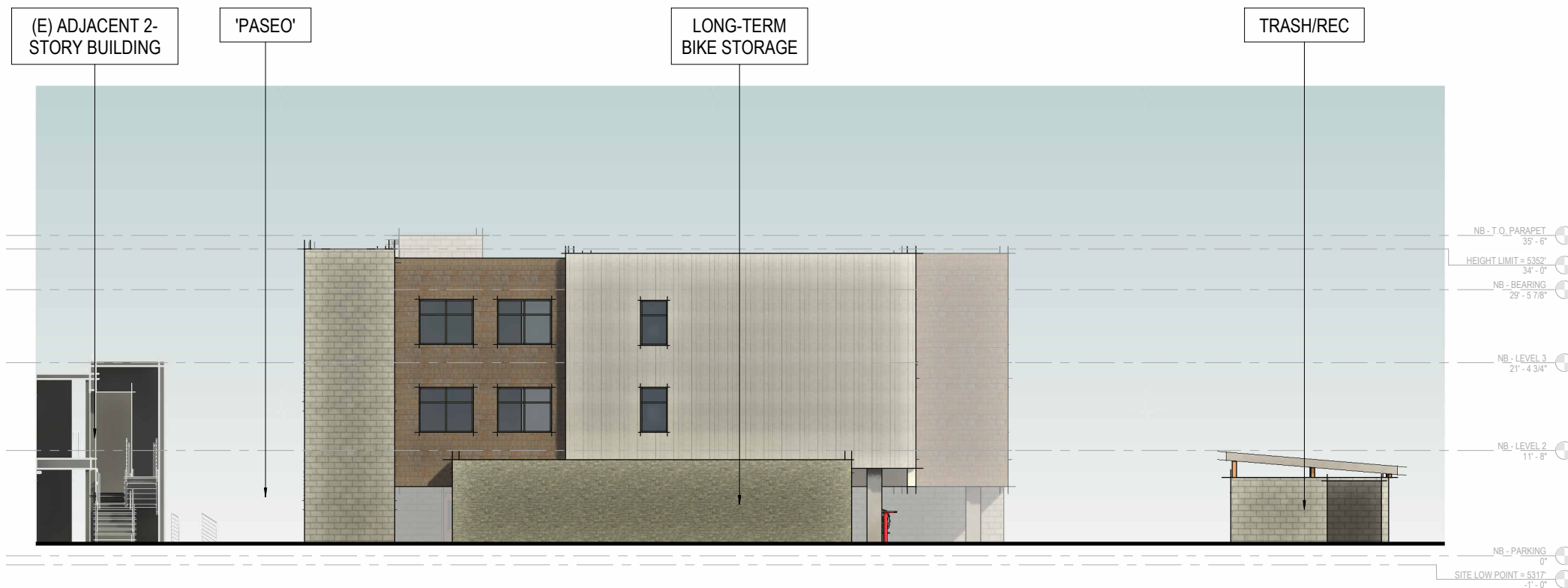
CR-9.1





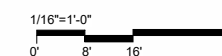
2 EAST ELEVATION  
1/8" = 1'-0"

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1 NORTH ELEVATION  
1/8" = 1'-0"

EXTERIOR FINISH LEGEND	
	CEMENTITIOUS SIDING - SHAKE SHINGLE BY JAMES HARDI, OR EQUIV.
	CMU - GROUND FACE
	VERTICAL CEMENTITIOUS SIDING - 4" VERTICAL BY JAMES HARDI, OR EQUIV.
	ADHERED STONE



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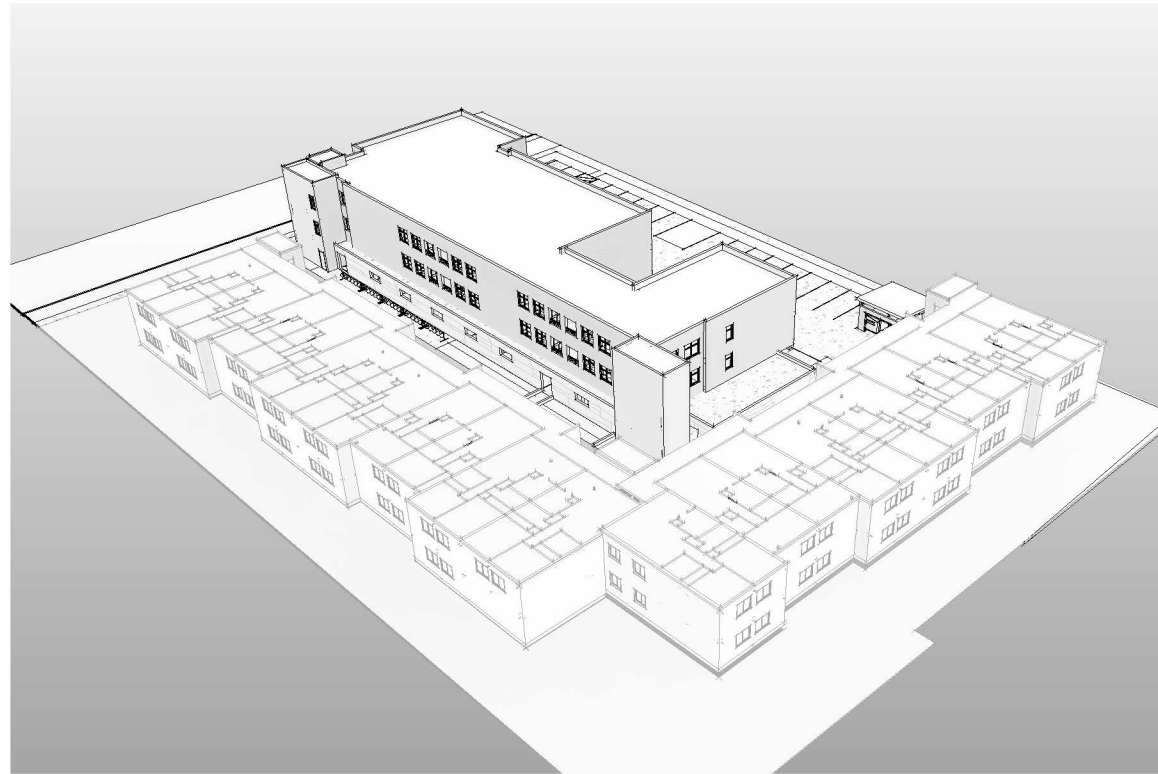
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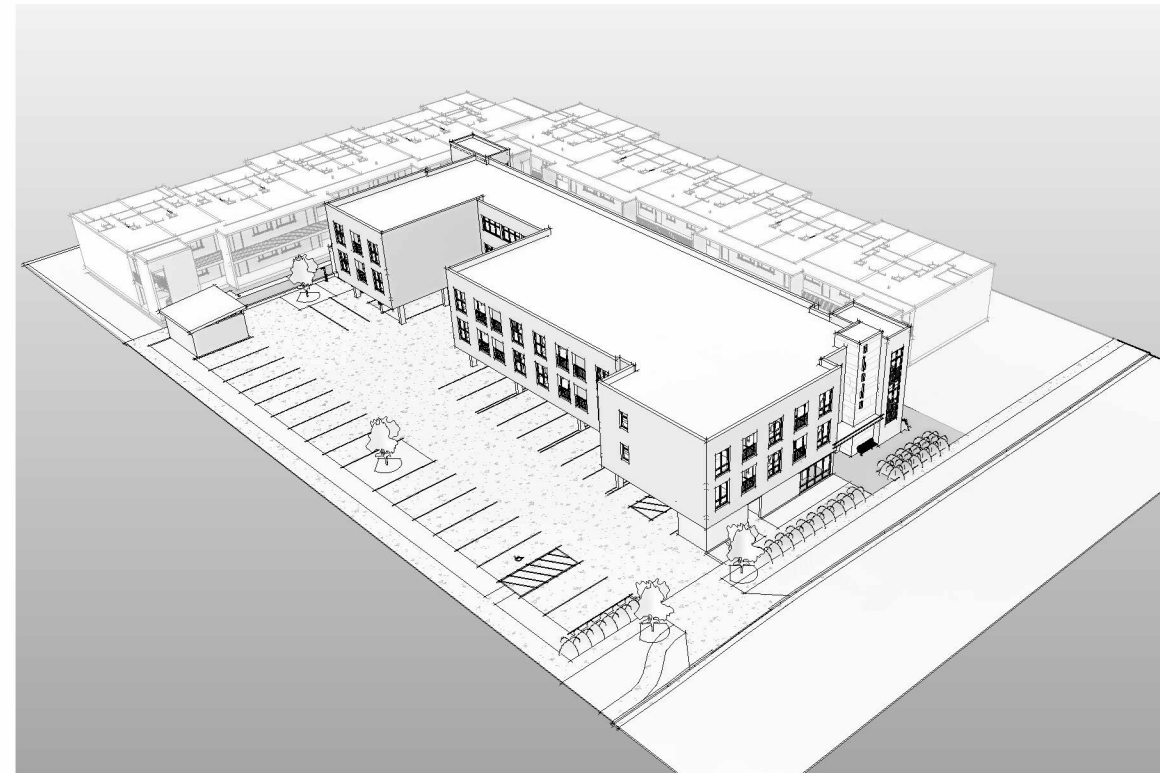
**CONCEPT REVIEW**

BUILDING ELEVATIONS

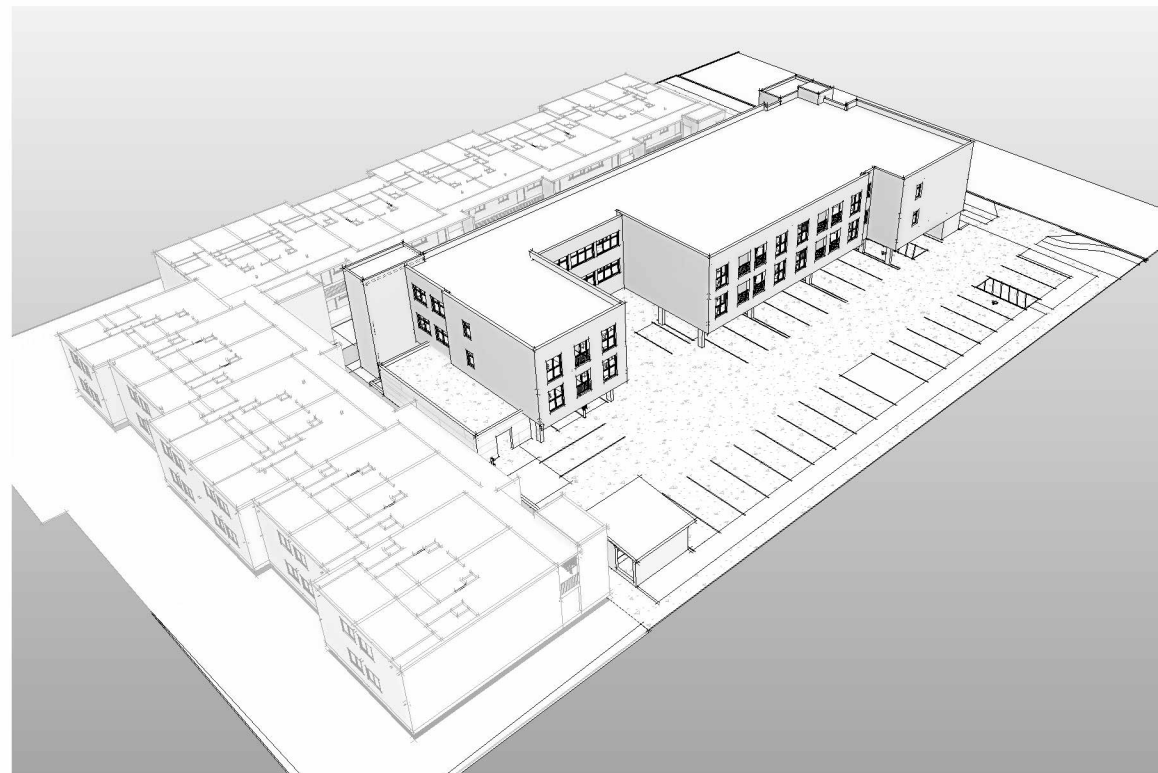
**CR-9.2**



4 3D View - Axonometric\_NE



2 3D View - Axonometric\_SW




3 3D View - Axonometric\_NW



1 3D View - Axonometric\_SE

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**CONCEPT REVIEW**

SITE AXONOMETRICS

**CR-10**



2 3D View - SW @ Grade\_20240109  
12" = 1'-0"

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1 3D View - SE @ Grade\_20240109  
12" = 1'-0"

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**CONCEPT REVIEW**

RENDERINGS

**CR-11**

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**OPEN SPACE LEGEND**

- (E) OPEN SPACE (O/S - SITE)
- (E) WETLAND (O/S)
- AREA BEYOND FENCELINE (NIC)
- ENHANCED WALK (O/S)
- LANDSCAPE (O/S - PARKING)
- LANDSCAPE (O/S)
- SIDEWALK (NIC)
- ST BIKE (O/S - SITE)
- TREE LAWN (O/S)

1 NB - AREA PLAN - LEVEL 1/SITE OPEN SPACE  
1" = 40'-0"



**OPEN SPACE LEGEND**

- UNIT BALCONY (O/S)

2 NB - AREA PLAN - LEVEL 2 OPEN SPACE  
1" = 40'-0"



**OPEN SPACE LEGEND**

- UNIT BALCONY (O/S)

3 NB - AREA PLAN - LEVEL 3 OPEN SPACE  
1" = 40'-0"

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OPEN SPACE*			
Name	Level	Area	Comments
NB - PARKING			
(E) OPEN SPACE (O/S - SITE)	NB - PARKING	11088 SF	
(E) WETLAND (O/S)	NB - PARKING	18239 SF	BASED ON 50% MAX OF USABLE OPEN SPACE. ONLY 12,365 SF MAY BE USED IN CALCULATIONS
ENHANCED WALK (O/S)	NB - PARKING	2976 SF	
LANDSCAPE (O/S - PARKING)	NB - PARKING	1692 SF	MIN. 5% OF UNCOVERED OPEN PARKING LOT AREA (10,738 SF); 15% PROVIDED
LANDSCAPE (O/S)	NB - PARKING	3374 SF	
ST BIKE (O/S - SITE)	NB - PARKING	368 SF	
TREE LAWN (O/S)	NB - PARKING	15 SF	
		37751 SF	
NB - LEVEL 2			
UNIT BALCONY (O/S)	NB - LEVEL 2	527 SF	
		527 SF	
NB - LEVEL 3			
UNIT BALCONY (O/S)	NB - LEVEL 3	527 SF	
		527 SF	
Grand total		38805 SF	
* Grand total less portion of wetland area		32,932 SF	

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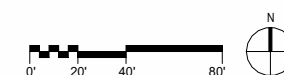
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**CONCEPT REVIEW**


OPEN SPACE ANALYSIS

**CR-12**



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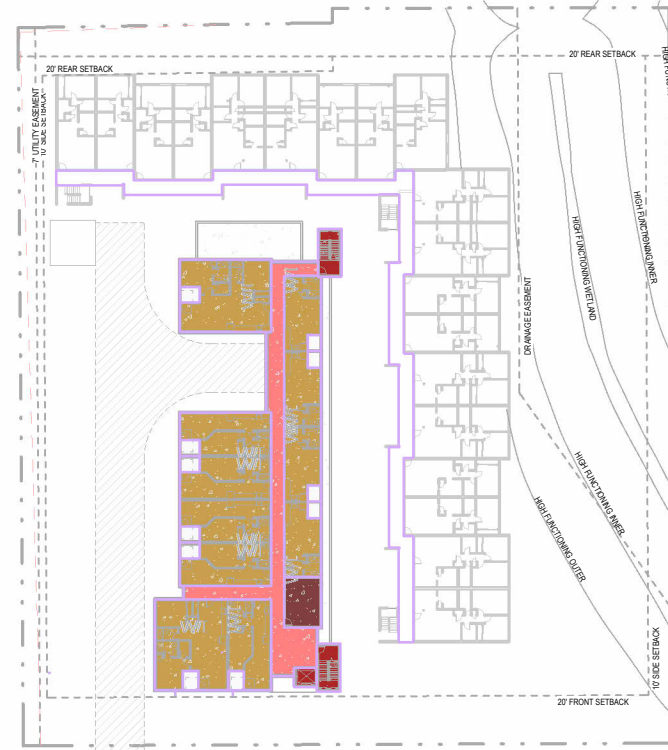
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**FLOOR AREAS (GROSS)**  
 BIKE STORAGE  
 CIRC (V)  
 ELEC  
 ENTRY/MAIL  
 H2O  
 PARKING (COVERED)  
 TRASH/REC

1 NB - AREA PLAN - LEVEL 1 - GFA  
 1" = 40'-0"



**FLOOR AREAS (GROSS)**  
 CIRC (H)  
 CIRC (V)  
 R-2  
 UTIL/STOR

2 NB - AREA PLAN - LEVEL 2 - GFA  
 1" = 40'-0"



**FLOOR AREAS (GROSS)**  
 CIRC (H)  
 CIRC (V)  
 R-2  
 UTIL/STOR

3 NB - AREA PLAN - LEVEL 3 - GFA  
 1" = 40'-0"

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FLOOR AREAS (GROSS)		
Name	Level	Area

NB - PARKING		
BIKE STORAGE	NB - PARKING	763 SF
CIRC (V)	NB - PARKING	473 SF
ELEC	NB - PARKING	220 SF
ENTRY/MAIL	NB - PARKING	489 SF
H2O	NB - PARKING	146 SF
PARKING (COVERED)	NB - PARKING	9270 SF
TRASH/REC	NB - PARKING	303 SF
		11665 SF

NB - LEVEL 2		
CIRC (H)	NB - LEVEL 2	1503 SF
CIRC (V)	NB - LEVEL 2	474 SF
R-2	NB - LEVEL 2	7142 SF
UTIL/STOR	NB - LEVEL 2	327 SF
		9446 SF

NB - LEVEL 3		
CIRC (H)	NB - LEVEL 3	1503 SF
CIRC (V)	NB - LEVEL 3	474 SF
R-2	NB - LEVEL 3	7143 SF
UTIL/STOR	NB - LEVEL 3	327 SF
		9447 SF

Grand total 30558 SF

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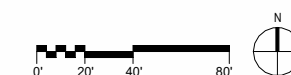
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**CONCEPT REVIEW**

FLOOR AREA CALCULATIONS

**CR-13**



January 3, 2024

Care of:  
Molly Beytien  
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Phone: (720) 626-0786  
Email: [mollybeytien@me.com](mailto:mollybeytien@me.com)

**RE: 2717 Glenwood Tree Inventory, Boulder, Boulder County, Colorado**  
Ecological Resource Consultants, LLC (ERC) conducted an inventory of existing trees located at 2717 Glenwood Drive (Site), located in Boulder, Boulder County, Colorado. The purpose of the inventory was to locate and identify the species of trees present, measure the trunk diameter at breast height (dbh) and evaluate the general health of the trees identified on the subject Site. The tree inventory was completed in general accordance with Boulder Municipal Code 9-2-14(d)(18).

**General Site Description**  
The Site is approximately 1.88 acres +/- in size and made up of an L-shaped 2-story brick multi-unit apartment building with a paved parking lot and associated landscaping. The north side of the Site is bound by residential townhomes and an unnamed drainage ditch. The east is bound by the unnamed drainage ditch, a paved pedestrian and bicycle easement and additional apartment complexes. The south is bound by Glenwood Drive and additional townhomes. The west is bound by Arnett Street and single-family residential homes.

**Method**  
ERC performed the tree inventory on December 21, 2023 in accordance with Boulder Revised Code (BRC)/Title 9 - Land Use Code/Chapter 2 - Review Processes/Section 9-2-14. The weather was warm and sunny and the deciduous trees were in a dormant state. ERC inventoried, per the Code, each tree with a diameter of 6" inches and over by identifying the species, measuring the trunk diameter at breast height (dbh) (at approximately 54 inches above the ground) using a 20-foot diameter tape, and evaluating the general condition (health) of each tree. Trees with a dbh of less than 6 inches were not included in the inventory. The tree inventory was verified by a Licensed Certified Arborist (Contractor License #RM-0753A). Tree Condition Ratings are described in Table 1. A summary of results is provided in Table 2. Specific tree information is provided in Table 3. A Tree Inventory Map prepared by ERC is enclosed as Figure 1. The mapping depicts the general location of each tree and provides an identification number (location and identification numbers have been provided as a range in areas with the high density of trees) that corresponds to Table 3. Each tree point was mapped on an aerial image in the field and composited into an existing AutoCAD file.

**Emerald Ash Borer**  
The emerald ash borer (*Agrilus planipennis Fairmaire*) (EAB) is an exotic beetle that specifically attacks green ash trees and has been documented infesting and killing ash trees in Boulder County. All species of ash tree will be susceptible to EAB and tree mortality. The Colorado Forest Service

recommends EAB treatments for Boulder County and should be done in accordance with the Boulder County Emerald Ash Borer Management Plan.

**Table 1. Tree Condition Ratings**

Tree Condition Ratings	Description	Recommendations
<b>Excellent</b>	- Healthy, vigorous tree - No apparent signs of insect, disease or mechanical injury - No corrective work required - Form representative of the species	- No action currently necessary
<b>Good</b>	- Better than average vigor - Little corrective work needed - Not quite perfect form	- No action currently necessary
<b>Fair</b>	- Average condition and vigor for the area - May be in need of some corrective pruning or repair - May lack desirable form characteristics of the species - May show minor insect injury, disease, or physiological problem	- Regular maintenance to remove dead branches - Treat disease to improve the overall health
<b>Poor</b>	- General state of decline - May show severe mechanical, insect or disease damage - Death not imminent - May require major repair or renovation	- Remove dead or decaying limbs - Treat disease aggressively - Remove tree if necessary
<b>Very Poor</b>	- Includes "poor" above but is more extreme in that no amount of repair or renovation will lead to a desirable and sustainable tree - Costs would exceed any benefit	- Remove tree

**Table 2. Summary of Site Results**

Tree Condition Rating	Individual Trees	Species Identified within the Site
<b>Excellent</b>	0	Green ash ( <i>Fraxinus pennsylvanicus</i> ) Honey locust ( <i>Gleditsia triacanthos</i> ) Rocky Mountain juniper ( <i>Juniperus scopulorum</i> ) Eastern cottonwood ( <i>Populus deltoides</i> )
<b>Good</b>	37	
<b>Fair</b>	12	Newport plum ( <i>Prunus cerasifera</i> ) Crack willow ( <i>Salix fragilis</i> ) Linden little leaf ( <i>Tilia cordata</i> ) Siberian elm ( <i>Ulmus pumila</i> )
<b>Poor</b>	5	
<b>Very Poor</b>	0	
<b>Total Trees within the Site</b>	<b>54</b>	<b>Species in total</b> 8

During any future land use changes, landscape plans should utilize native, City of Boulder approved tree species and remove or manage undesirable tree species.

**Table 3. - Existing Tree Inventory**

ID#	Common Name	Scientific Name	DBH (in)	Condition	Comments
1	Siberian elm	<i>Ulmus pumila</i>	34	Good	
2	Siberian elm	<i>Ulmus pumila</i>	29.5	Good	
3	Eastern cottonwood	<i>Populus deltoides</i>	92	Good	
4	Crack willow	<i>Salix fragilis</i>	67	Good	
5	Crack willow	<i>Salix fragilis</i>	65	Good	
6	Crack willow	<i>Salix fragilis</i>	75	Fair	Hazard
7	Crack willow	<i>Salix fragilis</i>	42	Good	
8	Crack willow	<i>Salix fragilis</i>	41	Poor	
9	Crack willow	<i>Salix fragilis</i>	69	Poor	
10	Crack willow	<i>Salix fragilis</i>	43	Fair	
11	Crack willow	<i>Salix fragilis</i>	64.5	Fair	
12	Crack willow	<i>Salix fragilis</i>	41	Fair	
13	Crack willow	<i>Salix fragilis</i>	71.5	Poor	
14	Eastern cottonwood	<i>Populus deltoides</i>	59	Fair	
15	Eastern cottonwood	<i>Populus deltoides</i>	147	Good	
16	Eastern cottonwood	<i>Populus deltoides</i>	56	Fair	
17	Eastern cottonwood	<i>Populus deltoides</i>	107	Good	
18	Eastern cottonwood	<i>Populus deltoides</i>	47	Fair	
19	Eastern cottonwood	<i>Populus deltoides</i>	59	Good	
20	Eastern cottonwood	<i>Populus deltoides</i>	58	Good	
21	Eastern cottonwood	<i>Populus deltoides</i>	83	Good	
22	Eastern cottonwood	<i>Populus deltoides</i>	84	Good	
23	Eastern cottonwood	<i>Populus deltoides</i>	106	Fair	
24	Eastern cottonwood	<i>Populus deltoides</i>	71	Good	
25	Eastern cottonwood	<i>Populus deltoides</i>	39	Fair	
26	Eastern cottonwood	<i>Populus deltoides</i>	48	Good	
27	Eastern cottonwood	<i>Populus deltoides</i>	69.5	Good	
28	Eastern cottonwood	<i>Populus deltoides</i>	63	Good	
29	Eastern cottonwood	<i>Populus deltoides</i>	67	Good	
30	Eastern cottonwood	<i>Populus deltoides</i>	48	Fair	
31	Honey locust	<i>Gleditsia triacanthos</i>	48	Fair	
32	Honey locust	<i>Gleditsia triacanthos</i>	20	Good	
33	Eastern cottonwood	<i>Populus deltoides</i>	29	Good	
34	Eastern cottonwood	<i>Populus deltoides</i>	42	Good	
35	Eastern cottonwood	<i>Populus deltoides</i>	28	Good	
36	Eastern cottonwood	<i>Populus deltoides</i>	27	Good	
37	Eastern cottonwood	<i>Populus deltoides</i>	27	Good	
38	Eastern cottonwood	<i>Populus deltoides</i>	32	Good	
39	Eastern cottonwood	<i>Populus deltoides</i>	25.5	Good	

Packet Page 120 of 248

**OWNER**  
RUBICON DEVELOPMENT  
  
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**CIVIL ENGINEER**  
JVA, INCORPORATED  
  
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Boulder, CO 80302  
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**LANDSCAPE ARCHITECT**  
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301 W 45th Ave  
Denver, CO 80216  
tel: 970.214.4078  
www.flowdca.com

**A B O D E**  
2717 GLENWOOD DR.  
BOULDER, CO 80304

Date: 02.09.2024  
Project: #2220  
Archive:  
Plot Date: 2/8/2024 9:14:33 PM  
Revisions:  
Rev# Date Description

**CONCEPT REVIEW**

TREE INVENTORY  
**CR-14**

ID#	Common Name	Scientific Name	DBH (in)	Condition	Comments
40	Newport plum	<i>Prunus cerasifera</i>	8.5	Good	
41	Newport plum	<i>Prunus cerasifera</i>	11.5	Good	
42	Eastern cottonwood	<i>Populus deltoides</i>	28.5	Fair	
43	Linden little leaf	<i>Tilia cordata</i>	14.5	Good	
44	Linden little leaf	<i>Tilia cordata</i>	8.5	Good	
45	Green ash	<i>Fraxinus pennsylvanica</i>	27	Poor	EAB
46	Linden little leaf	<i>Tilia cordata</i>	8.5	Good	
47	Siberian elm	<i>Ulmus pumila</i>	23	Good	
48	Linden little leaf	<i>Tilia cordata</i>	10	Good	
49	Siberian elm	<i>Ulmus pumila</i>	8	Poor	
50	Eastern cottonwood	<i>Populus deltoides</i>	36	Good	
51	Eastern cottonwood	<i>Populus deltoides</i>	30	Good	
52	Rocky Mountain juniper	<i>Juniperus scopulorum</i>	14	Good	
53	Siberian elm	<i>Ulmus pumila</i>	6	Good	
54	Siberian elm	<i>Ulmus pumila</i>	8	Good	

**Notes:**  
-ID# refers to Figure 1. Tree Inventory  
-DBH refers to diameter at breast height measured 54 inches above ground  
-EAB refer to section above  
-Hazard poses risk to property and/or pedestrians

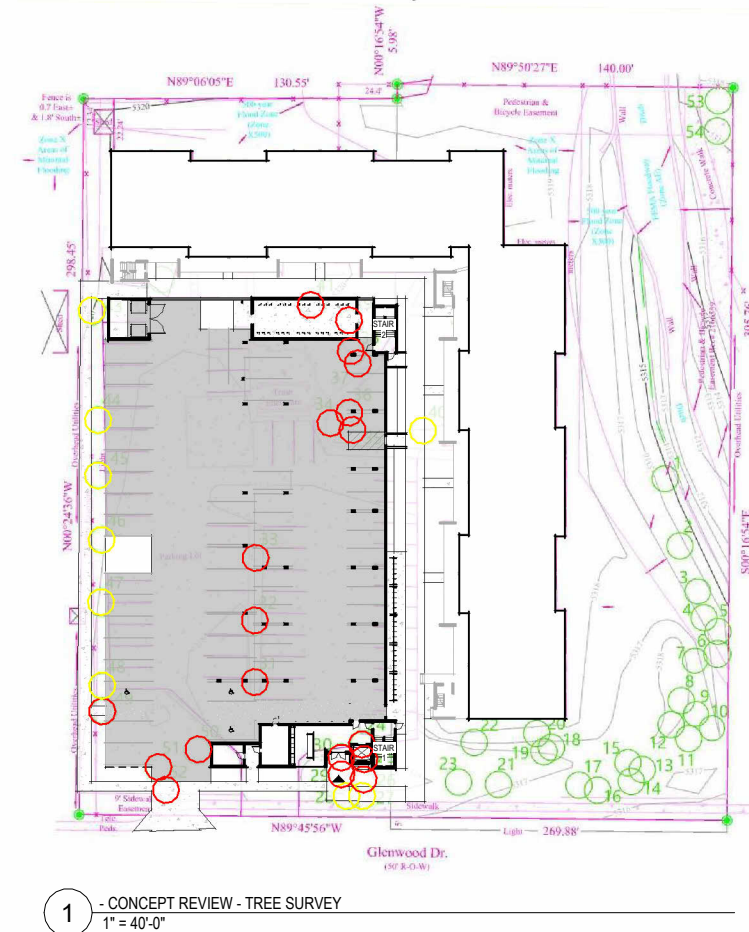
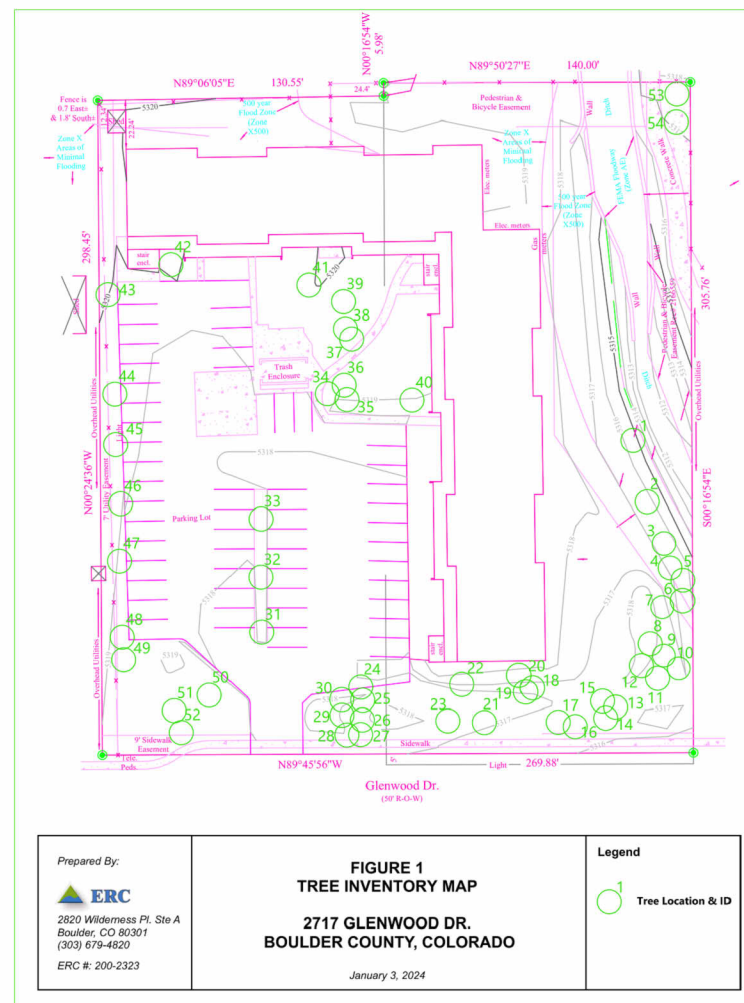
Report completed by:  
**Ecological Resource Consultants, Inc.**

Tyler Worley, Project Ecologist, Certified Ecologist  
(303) 679-4820 x 105 / [tyler@erccolorado.net](mailto:tyler@erccolorado.net)

Reviewed and approved by:

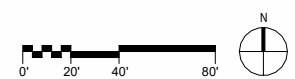
David J. Blauch, V.P., Senior Ecologist  
(303) 679-4820 x102 / [dave@erccolorado.net](mailto:dave@erccolorado.net)

Chris Becker, Certified Arborist (Contractor License # RM-0753A)  
St Vrain Arbor Care, LLC  
(City of Boulder LIC-006734-Arbor)  
(720) 299-1537



1 - CONCEPT REVIEW - TREE SURVEY  
1" = 40'-0"

- TO BE REMOVED
- POTENTIAL TO REMAIN
- EXISTING TO REMAIN





**CITY OF BOULDER  
PLANNING BOARD ACTION MINUTES  
July 16th, 2024  
Virtual Meeting**

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

**PLANNING BOARD MEMBERS PRESENT:**

Mark McIntyre, Vice Chair  
ml Robles  
Kurt Nordback  
Laura Kaplan (virtual)  
Mason Roberts  
Claudia Hanson Thiem (virtual)

**PLANNING BOARD MEMBERS ABSENT:**

Jorge Boone, Chair

**STAFF PRESENT:**

Shannon Moeller, Planning Manager  
Sarah Horn, City Planner Senior  
Chandler Van Schaack, City Planner Principal  
Alex Pichacz, City Planner Senior  
Charles Ferro, Development Review Planning Senior Manager  
Rebecca Hieb, Planning and Zoning Specialist  
Kristofer Johnson, Comprehensive Planning Manager Senior  
Brad Mueller, Director Planning & Development Services  
Thomas Remke, Board Specialist  
Laurel Witt, Assistant City Attorney II  
Vivian Castro-Wooldridge, Planning Engagement Strategist

**1. CALL TO ORDER**

**2. PUBLIC PARTICIPATION**

In Person: No one spoke.

Virtual:

1) Lynn Segal

**3. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**

**A. CALL UP ITEM:** FINAL PLAT to subdivide 805 Yale to create two lots. Lot 1A is

20,159 square feet, and Lot 1-B is 7,999 square feet (Mesa Church Subdivision Replat A, case no. TEC2022-00025). The final plat includes a 4-foot public access easement dedication for a sidewalk and a 10-foot utility easement and a request for modification to the lot standards due to an existing electric transmission easement containing overhead powerlines. The Preliminary Plat was approved through case no. LUR2023-00039. This application is subject to potential call-up on or before **July 16, 2024**.

This item was not called up by the board.

- B. CALL UP ITEM:** FINAL PLAT to replat Lot 2 of the Boulder Jewish Commons Subdivision into two lots: Lot 2A (9.80 acres) and Lot 2B (2.54 acres), Boulder Jewish Commons Subdivision Replat A. This application may be called-up on or before **July 23, 2024**.

This item was not called up by the board.

- C. CALL UP ITEM:** FINAL PLAT to subdivide Outlot A, Shining Mountain Subdivision Filing No. 1, into 17 lots and Outlots A-C (together “townhome lots”) and create an outlot for stormwater facilities south of Locust Avenue along Broadway (to serve the townhome lots, future single family lots, and portions of Locust) and a temporary lot for the existing high school south of Locust Avenue. The plat includes dedications of additional right-of-way for Violet Avenue, Locust Avenue, and Broadway, and also dedicates utility easements and public access easements. This application is subject to potential call-up on or before **July 16, 2024**. Reviewed under case number TEC2023-00032.

This item was not called up by the board.

- D. CALL UP ITEM:** Final Plat to create one lot, dedicate Olson Drive right-of-way, and dedicate and vacate easements on the 15.83-acre property at 1345 28<sup>th</sup> St. This approval is subject to call-up on or before **July 23, 2024**.

This item was not called up by the board.

#### **4. PUBLIC HEARING ITEMS**

**A. AGENDA TITLE:** Concept Plan Review and Comment Request on a partial redevelopment of the 1.877-acre developed property at 2717 Glenwood Drive. The existing 37-unit, two-story walkup L-shaped apartment building would remain, and a proposed 3-story 22-unit multi-family building would be constructed over a portion of the existing parking lot (2 stories of residential over parking). Proposed unit types include Efficiency Living Units (ELUs), 1-bedroom and 2-bedroom units. Reviewed under case no. LUR2024-00012.

#### **Staff Presentation:**

**S. Moeller** introduced the item and presented it to the board.

#### **Board Questions:**

**S. Moeller** and **C. Ferro** answered questions from the board.

**Applicant Presentation:**

**Michael Bosma** introduced and presented the item to the board.

**Applicant Questions :**

**Michael Bosma** and **Bob Wilson** answered questions from the board.

**Public Comment:**

In Person:

- 1) Dave Sloan.

Virtual:

- 2) Lynn Segal

**Board Discussion:**

**Key Question #1: Is the proposed concept plan generally compatible with the goals, objectives, and recommendations of the Boulder Valley Comprehensive Plan (BVCP)?**

**Key Question #2: Does the Board have feedback on the conceptual site plan and building design?**

**Key Question #3: Other key issues identified by the Board?**

**M. Roberts** agreed with staff comments that the proposed concept plan is generally compatible with the BVCP, but he believes it could do a better job in some cases. He would like to see the applicant explore ways to create more activated community space. He suggested relocating the trash enclosure closer to the street. He encouraged preserving more of the existing large trees on the site.

**C. Hanson Thiem** appreciated that this proposal results in the conversion of surface parking lots to housing, which meets many of the goals of the BVCP. Her concerns with this project have to do with the amount and design of usable open space, interaction between buildings and the public realm, and resident experience. She suggested finding ways to create more interaction with the paseo. She would be happy to see additional parking reduction in support of other open space and design goals.

**ml Robles** thanked Planning Manager **S. Moeller** for her work preparing the memo and articulating where this project both meets and falls short of BVCP goals and objectives. She also believes that the following BVCP criteria are not met: 2.23 Boulder Creek Tributaries and Ditches, 2.24 Commitment to a Walkable and Accessible City, 2.33 Sensitive Infill and Redevelopment, 2.37 Environmentally Sensitive Urban Design, 3.12 Urban Forests. Some of her main concerns were with the loss of mature trees on the site, the permeability of the site, the amount of usable on-site open space, and building cohesion. Regarding the conceptual site plan and building design, ml had concerns with the proposed building's scale relative to the existing building, the articulation of the paseo, and the open-view facing façade.

**K. Nordback** noted that he is excited about the general concept of the proposal. He agreed with many of the comments made by his colleagues, including concerns about general massing, open space, ground floor activation, and building materials. He also commented that distributing the short-term bike parking across the site would be beneficial for residents and their visitors.

**L. Kaplan** noted that she agrees with the comments made by her colleagues. She appreciated the applicant's efforts and encouraged them to be creative with optimizing the design.

**M. McIntyre** agreed that this project achieves many of the goals and objectives of the BVCP. He reinforced the current shortfalls in open space design, reminding the applicants about the intention of the requirement, which is to create a place where people will spend time outside of their dwelling. He suggested that the applicants think about how vehicles will move in and out of the space as they finalize their design.

## **5. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**

### **A. Matters: Area III – Planning Reserve Urban Services Study Update: Draft Scenario Evaluations**

#### **Staff Presentation**

**K. Johnson** introduced the item and **S. Horn, Deanna Weber** (representing AECOM), **Chris Brewer** (representing AECOM), presented to the board.

#### **Board Questions:**

**S. Horn, K. Johnson, B. Mueller, Chris Brewer, and Deanna Weber** answered questions from the board.

#### **Board Discussion:**

**L. Kaplan** encouraged that the value of the residential city-owned parcels to obtain affordable housing outcomes be considered in every scenario. She also encouraged that a desire to protect light industrial uses be considered in the assumptions.

**M. Roberts** noted that it would be useful to have background on past annexations and related assumptions and outcomes.

**C. Hanson Thiem** expressed concerns with using current policies and practices as the baseline for this kind of scenario development. She noted that she would like to see extensive documentation of assumptions.

**K. Nordback** echoed concerns about using business-as-usual assumptions.

**ml Robles, M. McIntyre, and M. Roberts** discussed using the existing planning documents and comprehensive plans as a guide to create a scenario that includes assumptions that reflect the city's aspirations.

**L. Kaplan** noted that she understands her colleagues’ concerns regarding the assumptions, but noted the difficulty of determining these aspirational assumptions.

**6. DEBRIEF MEETING/CALENDAR CHECK**

**7. ADJOURNMENT**

The Planning Board adjourned the meeting at 10:05 p.m.

APPROVED BY

\_\_\_\_\_  
Board Chair

\_\_\_\_\_  
DATE

DRAFT



## COVER SHEET

### MEETING DATE

**August 15, 2024**

### AGENDA ITEM

Consideration of the following ordinances related to the 2024 Special Municipal Coordinated Election:

1. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8639 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 130 of the Boulder Home Rule Charter to authorize City Council to set by ordinance the terms and criteria of board and commission members and amend the language regarding removal of board and commission members; specifying the form of the ballot and other election procedures; and setting forth related details

2. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8640 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to repeal and replace Sec. 7 of the Boulder Home Rule Charter to increase the amount of mayor and council member compensation; specifying the form of the ballot and other election procedures; and setting forth related details

3. Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8641 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as provided by state law; specifying the form of the ballot and other election procedures; and setting forth related details

#### 4. Petitioners' Ordinances

–  
(a) Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8638 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as

reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

**AND** (conditional upon voter approval of “Repurpose Our Runways”)

(b) Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8643 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Section 11-4-8(e), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community board; specifying the form of the ballot and other election procedures; and setting forth related details

**OR**

Alternate Ordinances

(c) Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8647 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

**AND** (conditional upon voter approval of “Repurpose Our Runways” Ordinance 8647)

(d) Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(e) and (f), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

**PRIMARY STAFF CONTACT**

Elesha Johnson, City Clerk  
Erin Poe, Deputy City Attorney

### **REQUESTED ACTION OR MOTION LANGUAGE**

Consideration of the following ordinances related to the 2024 Special Municipal Election:

1. Motion to pass and continue to September 5, 2024, Ordinance 8639 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 130 of the Boulder Home Rule Charter to authorize City Council to set by ordinance the terms and criteria of board and commission members and amend the language regarding removal of board and commission members; specifying the form of the ballot and other election procedures; and setting forth related details
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3. Motion to pass and continue to September 5, 2024, Ordinance 8641 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as provided by state law; specifying the form of the ballot and other election procedures; and setting forth related details
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**AND** (conditional upon voter approval of "Repurpose Our Runways")

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development shall be guided with input from a community board; specifying the form of the ballot and other election procedures; and setting forth related details

**OR**

Alternate Ordinances

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**ATTACHMENTS:**

**Description**

- ▣ **Item 5A - 2024 Ballot Measure Ordinances**
- ▣ **Item 5A - Addendum Memo - Council Compensation**
- ▣ **Item 5A- Addendum Memo - Alt Ord 8648**
- ▣ **Item 5A - Addendum Memo - Alt Ord 8647 and 8648**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8639 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 130 of the Boulder Home Rule Charter to authorize City Council to set by ordinance the terms and criteria of board and commission members and amend the language regarding removal of board and commission members; specifying the form of the ballot and other election procedures; and setting forth related details

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Erin Poe, Deputy City Attorney  
Elesha Johnson, City Clerk

**EXECUTIVE SUMMARY**

At the regular council meeting on June 20, 2024, the City Council requested that a ballot item be prepared amending Charter Sec.130 authorizing City Council to set the terms and eligibility of board and commission members and amend the language regarding removal of board and commission members. As directed, staff drafted Proposed Ordinance 8639 as shown in **Attachment A**.

In summary, the draft changes will amend Charter Sec. 130 to authorize City Council to set the terms and eligibility of board and commission members for those boards and commissions without unique controlling Charter sections and amend the language

regarding removal of board and commission members except where limited by other Charter sections for specific boards and commissions.

## STAFF RECOMMENDATION

### Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to pass and continue to September 5, 2024, Ordinance 8639 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 130 of the Boulder Home Rule Charter to authorize City Council to set by ordinance the terms and criteria of board and commission members and amend the language regarding removal of board and commission members; specifying the form of the ballot and other election procedures; and setting forth related details

## ANALYSIS

Charter amendments are governed by state law. A home rule charter amendment may be initiated by the adoption of an ordinance by the governing body submitting the proposed amendment to a vote of the registered electors of the municipality. C.R.S. § 31-2-210.

Many aspects of boards and commissions, including term lengths, residency requirements, membership criteria, compensation, and meeting frequency, are set in city Charter Sec. 130. Due to the limitations of addressing these barriers to participation without amending the Charter, staff and the Council Subcommittee on Boards and Commissions brought forward a recommendation to pursue an option that would provide council more flexibility in developing a new board and commission program.

The proposed changes to Charter Sec. 130 allow for greater flexibility in the compositions and operations of Sec. 130, “General provisions concerning advisory commissions.” On its own, the proposed Charter changes shown in **Attachment A** would not change any board or commission. In order to implement change, the council would also need to adopt an ordinance with the changes desired for a specific board or commission. Currently, Sec. 130 sets forth the terms and eligibility for most boards and commissions as follows:

- five or seven members,
- terms of five years,
- members not all of one gender identity,
- members who are well known for their ability, probity, public spirit, and particular fitness to serve on such respective commissions,

- at least eighteen years old,
- resided in the city of Boulder for at least one year immediately prior to their appointment, and
- shall hold monthly meetings.

The proposed language shown in **Attachment A** keeps the current requirements found in Sec. 130 as a default for current Sec. 130 boards and commissions and to new boards and commissions unless council makes changes by ordinance.

If Sec. 130 is amended to allow for greater flexibility the council could impact most boards and commissions by amending enabling ordinances. The structure would be similar to how BOZA is established in Charter Sec. 84A. That section states, “The membership, terms of office, method of appointment and all other matters relating to the board of zoning adjustment shall be as the city council shall by ordinance provide.” This is the system that Fort Collins uses, which is the basis for the city’s proposed changes.

However, there are some boards and commissions that have terms and member levels set by different Charter sections and those separate Charter sections would not change unless ballot items were brought forward separately.

- Arts Commission (Sec. 135 & Sec. 136)
- Parks and Recreation Advisory Board (Sec. 157 & Sec. 158)
- Open Space Board of Trustees (Sec. 173 & Sec. 172),
- Planning Board (Sec. 74 & Sec. 75)

The proposed amended removal language is more consistent with the removal language in Section 2-3-1, “General Provisions,” B.R.C. 1981, which states that council “May remove any member by majority vote for conflict of interest violation, any other violation of applicable law, regulation, or policy, nonattendance to duty, failure to attend three consecutive regularly scheduled meetings without a leave of absence approved by a majority of the board or commission, or any other cause; and...”

If passed, Ordinance 8639 will take effect January 1, 2025.

## **NEXT STEPS**

The final reading and approval of all ballot measures may occur on September 5, 2024, if it is the will of council.

## **ATTACHMENT**

A – Proposed Ordinance 8639

ORDINANCE 8639

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER TO AMEND SEC. 130 OF THE BOULDER HOME RULE CHARTER TO AUTHORIZE CITY COUNCIL TO SET BY ORDINANCE THE TERMS AND CRITERIA OF BOARD AND COMMISSION MEMBERS AND AMEND THE LANGUAGE REGARDING REMOVAL OF BOARD AND COMMISSION MEMBERS; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. A special municipal coordinated election is called to be held on Tuesday, November 5, 2024.

Section 2. At that election, a question shall be submitted to the electors of the city of Boulder entitled by law to vote, that will allow voters to determine whether to amend Sec. 130 authorizing City Council to set the terms and criteria of board and commission members and amend the language regarding removal of board and commission members. The material to be removed is shown stricken through with a solid line and the material to be added is shown as underlined.

**Sec. 130. - General provisions concerning advisory commissions.**

~~The council by ordinance may create and provide for such advisory commissions as it may deem advisable.~~

(a) Effective January 1, 2025, the council may, by ordinance, establish appointive boards and commissions. The ordinance establishing such boards and commissions shall:

- 1       (1) prescribe the powers, duties, and operating procedures of the board and commission;  
 2       (2) establish the terms of office of the board or commission members, including initial  
 3       overlapping terms, if needed;  
 4       (3) establish the eligibility criteria of board and commission members; and  
 5       (4) state whether the board or commission shall have alternate members authorized to  
 6       vote when serving in the absence of regular members.
- 7       **(b) In the absence of an ordinance specifying the terms set forth in subsection (a) above, each**  
 8       **board and commission**~~Except as otherwise specified in this charter, each of the existing~~  
 9       ~~advisory commissions, shall be composed of five city residents. For any advisory~~  
 10       ~~commissions appointed after January 1, 2019, the council shall specify in the ordinance~~  
 11       ~~forming the advisory commission whether the commission shall have five or seven~~  
 12       ~~members, for any advisory commission created by ordinance adopted in March 2018, the~~  
 13       ~~council may, by subsequent ordinance, specify that the commission shall have seven~~  
 14       ~~members. All members of a commission shall be appointed by the council, not all of one~~  
 15       ~~gender identity, who are well known for their ability, probity, public spirit, and particular~~  
 16       ~~fitness to serve on such respective commissions and who are at least eighteen years old and~~  
 17       ~~who have resided in the city of Boulder for at least one year immediately prior to their~~  
 18       ~~appointment to serve on the commission. All commissions shall hold regular monthly~~  
 19       ~~meetings. When first constituted, the council shall designate the terms for which each~~  
 20       ~~member is appointed so that the term of one commissioner shall expire on December 31 of~~  
 21       ~~each year; and thereafter the council shall by March of each year appoint one member to~~  
 22       ~~serve for a term of five years. The council shall have the power to remove any~~  
 23       ~~commissioner for non-attendance to duties or for cause. All vacancies shall be filled by the~~  
 24       ~~council. When first appointed and annually thereafter following the council's appointment of~~  
 25       ~~the commissioner, each commission shall organize by appointing a chair, a vice chair, and a~~  
 26       ~~secretary; all commissioners shall serve without compensation, but the secretary of any~~  
 27       ~~commission, if not a member, may receive a salary to be fixed by the council; any~~  
 28       ~~commission shall have power to make rules for the conduct of its business.~~
- 29       (c) All board or commission members shall serve until their successors are appointed.
- 30       (d) The council may remove members for nonattendance to duties, conduct unbecoming a  
 31       member, and any other reason not prohibited by law. Any vacancy during the unexpired  
 32       term of any member shall be filled by the council for the remainder of the term. Each board  
 33       and commission shall choose its own officers from among its members. The council may  
 34       change any or all of the powers, duties, and procedures of any board or commission not set  
 35       by this Charter and may abolish any board or commission which is not required by this  
 36       Charter or law.

37       ~~Special meetings may be called at any time upon due notice by a majority of the members.~~  
 38       ~~A majority of the members shall constitute a quorum, and the affirmative vote of at least a~~  
 39       ~~majority of the members shall be necessary to authorize any action by the commission.~~

40       ~~All commissions shall keep accounts and records of their respective transactions, and at the~~  
 41       ~~end of each quarter or more often, if requested by the council, and at the end of each fiscal year~~

1 shall furnish to the council a detailed report of receipts and expenditures and a statement of other  
2 business transacted.

3 ~~The chair of a commission shall preside at the meetings thereof and sign, execute,  
4 acknowledge, and deliver for the commission all contracts and writings of every kind required or  
5 authorized to be signed or delivered by the commission. The signature of the chair shall be  
6 attested by the secretary.~~

7 ~~The commissions shall have the right to the floor of the council to speak on plans and  
8 expenditures proposed or to appeal for a decision in a failure to agree with another commission  
9 or the manager.~~

10 ~~Wherever there shall be suitable accommodations in the city building, the offices of the  
11 commissions shall be maintained there.~~

12 Section 3. The official ballot shall contain the following ballot title, which shall also  
13 be the designation and submission clause for the measure:

14 **Ballot Question No. \_\_\_\_**

15 Shall Sec. 130 of the Boulder Home Rule Charter be amended to  
16 authorize City Council to set the terms and criteria of board and  
17 commission members and amend the language regarding removal of  
18 board and commission members as more specifically provided in  
19 Ordinance 8639?

20 For the Measure \_\_\_\_ Against the Measure \_\_\_\_

21 Section 4. This Ordinance is necessary to protect the public health, safety, and welfare  
22 of the residents of the city, and covers matters of local concern.

23 Section 5. The City Council deems it appropriate that this Ordinance be published by  
24 title only and orders that copies of this Ordinance be made available in the office of the city clerk  
25 for public inspection and acquisition.

1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY

2 TITLE ONLY this 1st day of August 2024.

3 \_\_\_\_\_  
4 Aaron Brockett,  
5 Mayor

6 Attest:

7 \_\_\_\_\_  
8 City Clerk

9 READ ON SECOND READING, PASSED AND CONTINUED, this 15th day of  
10 August 2024.

11 \_\_\_\_\_  
12 Aaron Brockett,  
13 Mayor

14 Attest:

15 \_\_\_\_\_  
16 City Clerk

17 READ ON CONTINUED SECOND READING AND ADOPTED this 5th day of  
18 September 2024.

19 \_\_\_\_\_  
20 Aaron Brockett,  
21 Mayor

22 Attest:

23 \_\_\_\_\_  
24 City Clerk  
25





**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8640 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to repeal and replace Sec. 7 of the Boulder Home Rule Charter to increase the amount of mayor and council member compensation; specifying the form of the ballot and other election procedures; and setting forth related details

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Erin Poe, Deputy City Attorney  
Elesha Johnson, City Clerk

**EXECUTIVE SUMMARY**

At the regular council meeting on June 20, 2024, the City Council requested that a ballot item be prepared to amend Charter Sec. 7 for the purpose of increasing council compensation based on an Area Median Income (AMI) approach. As directed, staff drafted Proposed Ordinance 8640 as shown in **Attachment A**.

In summary, the proposed changes will amend Charter Sec. 7 to increase council compensation from a stipend per meeting to an amount based on AMI to reflect the increased quantity and complexity of council work.

## STAFF RECOMMENDATION

### Suggested Motion Language:

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to pass and continue to September 5, 2024, Ordinance 8640 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to repeal and replace Sec. 7 of the Boulder Home Rule Charter to increase the amount of mayor and council member compensation; specifying the form of the ballot and other election procedures; and setting forth related details

## ANALYSIS

Charter amendments are governed by state law. A home rule charter amendment may be initiated by the adoption of an ordinance by the governing body submitting the proposed amendment to a vote of the registered electors of the municipality. C.R.S. § 31-2-210.

City Council members receive \$244.14 per meeting for 52 meetings per calendar year (\$12,695.28 for 2024). This is calculated from the \$100 per meeting stipend set by Charter Sec. 7 which provides an annual escalation in a percentage equivalent to any increase over the past year in the Consumer Price Index (All Items) for the statistical area, which includes the city, maintained by the United States Department of Labor, Bureau of Labor Statistics. The proposed amendment shown in **Attachment A** would base council compensation on the AMI for the area including Boulder. Under the proposed amendment, the mayor receives 50% of the AMI, the mayor pro tem and other council members 40%. For the city of Boulder, in 2024, this equates to \$51,100 for the mayor and \$40,880 for other council members. If passed, Ordinance 8640 will take effect on the swearing in date of new council members in December 2026.

The language in **Attachment A** includes a provision to calculate the AMI annually instead of the current practice of adjusting annually based on the increase of the Consumer Price Index.

## NEXT STEPS

The final reading and approval of all ballot measures may occur on September 5, 2024, if it is the will of council.

## ATTACHMENT

A – Proposed Ordinance 8640

## ORDINANCE 8640

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER TO REPEAL AND REPLACE SEC. 7 OF THE BOULDER HOME RULE CHARTER TO INCREASE THE AMOUNT OF MAYOR AND COUNCIL MEMBER COMPENSATION; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER,  
COLORADO:

Section 1. A special municipal coordinated election is called to be held on Tuesday, November 5, 2024.

Section 2. At that election, a question shall be submitted to the electors of the city of Boulder entitled by law to vote, that will allow voters to determine whether to repeal and replace Sec. 7 of the Boulder Home Rule Charter to increase the compensation of the mayor and council members as set forth below. The material to be removed is shown stricken through with a solid line and the material to be added is shown as underlined.

**Sec. 7. - Compensation.**

~~Council members and the mayor shall receive as compensation \$100.00 per meeting for fifty two meetings per calendar year, plus an annual escalation each January 1 in a percentage equivalent to any increase over the past year in the Consumer Price Index (All Items) for the statistical area which includes the city maintained by the United States Department of Labor, Bureau of Labor Statistics; this amendment shall become effective January 1, 1990. Council members serving on January 1, 2022 and thereafter, and the mayor elected in November 2023 and thereafter, may elect to receive benefits under the same terms and conditions that are available to full time city employees including without limitation participation in city health, vision, dental, and life insurance plans. This compensation shall be averaged over the calendar~~

1 ~~year and paid on the same schedule as city employees, or such other schedule as determined by~~  
2 ~~the City Manager.~~

3 For the purpose of this section, Area Median Income means the Area Median Income  
4 reported annually for a single person household by the United States Department of Housing and  
5 Urban Development, or by any successor United States Government department, agency, or  
6 instrumentality, for the metropolitan statistical area which includes the city of Boulder,  
7 Colorado.

8 (a) Commencing upon the swearing in date of council members in December 2026,  
9 compensation for members of the city shall be as follows:

10 (1) For the mayor: fifty percent of Area Median Income.

11 (2) For all other council members: forty percent of Area Median Income.

12 (b) Council compensation shall be adjusted annually beginning January 1, 2028, based on the  
13 Area Median Income calculation for the previous year and averaged over the calendar  
14 year. Compensation shall be paid on the same schedule as city employees, or such other  
15 schedule as determined by the city manager.

16 (c) Although members of the City Council are generally not considered city employees,  
17 council members may elect to receive benefits under the same terms and conditions that  
18 are available to full-time city employees including without limitation participation in city  
19 health, vision, dental, and life insurance plans.

20 Section 3. The official ballot shall contain the following ballot title, which shall also  
21 be the designation and submission clause for the measure:

22 **Ballot Question No. \_\_\_\_**

23 Shall Sec. 7 of the Boulder Home Rule Charter be repealed and  
24 replaced to increase council pay to 50% of the Area Median Income  
25 for mayor and 40% of the Area Median Income for other council  
members, and implement the transition as more specifically  
provided in Ordinance 8640?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

26 Section 4. This Ordinance is necessary to protect the public health, safety, and welfare  
27 of the residents of the city, and covers matters of local concern.

28 Section 5. The City Council deems it appropriate that this Ordinance be published by  
29 title only and orders that copies of this ordinance be made available in the office of the city clerk

1 for public inspection and acquisition.

2 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
3 TITLE ONLY this 1st day of August 2024.

4 \_\_\_\_\_  
5 Aaron Brockett,  
6 Mayor

7 Attest:

8 \_\_\_\_\_  
9 City Clerk

10 READ ON SECOND READING, PASSED AND CONTINUED, this 15th day of  
11 August 2024.

12 \_\_\_\_\_  
13 Aaron Brockett,  
14 Mayor

15 Attest:

16 \_\_\_\_\_  
17 City Clerk

18 READ ON CONTINUED SECOND READING AND ADOPTED this 5th day of  
19 September 2024.

20 \_\_\_\_\_  
21 Aaron Brockett,  
22 Mayor

23 Attest:

24 \_\_\_\_\_  
25 City Clerk



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8641 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as provided by state law; specifying the form of the ballot and other election procedures; and setting forth related details

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Erin Poe, Deputy City Attorney  
Elesha Johnson, City Clerk

**EXECUTIVE SUMMARY**

At the regular council meeting on June 20, 2024, the City Council requested that a ballot item be prepared amending Charter Sec. 9 and adding A NEW Charter Sec. 21A. to authorize executive sessions for City Council. As directed, staff drafted Proposed Ordinance 8641 as shown in **Attachment A**.

In summary, the proposed changes will amend Charter Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter authorizing City Council to hold executive sessions.

## STAFF RECOMMENDATION

### **Suggested Motion Language:**

Staff requests council consideration of this matter and action in the form of the following motion:

Motion to pass and continue to September 5, 2024, Ordinance 8641 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether to amend Sec. 9 and adopt A NEW Sec. 21A. of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as provided by state law; specifying the form of the ballot and other election procedures; and setting forth related details

## ANALYSIS

Charter amendments are governed by state law. A home rule charter amendment may be initiated by the adoption of an ordinance by the governing body submitting the proposed amendment to a vote of the registered electors of the municipality. C.R.S. § 31-2-210.

Executive sessions are allowed pursuant to C.R.S. § 24-6-402(4) so that local public bodies may have non-public discussions of designated subjects.

In summary, the allowed situations for an executive session under state law are:

- A. The purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interest.
- B. Conferences with an attorney for the purposes of receiving legal advice on specific legal questions.
- C. Matters required to be kept confidential by federal or state law or rules and regulations.
- D. Specialized details of security arrangements or investigations, including defenses against terrorism.
- E. Determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators.
- F. Personnel matters.
- G. Consideration of any documents protected by the mandatory nondisclosure provisions of the “Colorado Open Records Act.”
- H. In addition to interviewing finalists in a public forum, the council may interview finalists in executive session.

If state law is changed to include new eligible topics, the proposed Charter language will incorporate those additional designated subjects.

If passed, this Ordinance will take effect January 1, 2025.

**NEXT STEPS**

The final reading and approval of all ballot measures may occur on September 5, 2024, if it is the will of council.

**ATTACHMENT**

A – Proposed Ordinance 8641



ORDINANCE 8641

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER TO AMEND SEC. 9 AND ADOPT A NEW SEC. 21A. OF THE BOULDER HOME RULE CHARTER TO AUTHORIZE CITY COUNCIL TO HOLD EXECUTIVE SESSIONS AS PROVIDED BY STATE LAW; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. A special municipal coordinated election is called to be held on Tuesday, November 5, 2024.

Section 2. At that election, a question shall be submitted to the electors of the city of Boulder entitled by law to vote, that will allow voters to determine whether to amend Sec. 9, “Meetings of council,” and adopt A NEW Sec. 21A, “Executive Sessions,” of the Boulder Home Rule Charter to authorize City Council to hold executive sessions as set forth below. The material to be removed is shown stricken through with a solid line and the material to be added is shown as double underlined.

**Sec. 9. - Meetings of council.**

At 5:00 p.m. on the day of the first business meeting of the council in December following each general municipal election, the council shall meet at the usual place of holding meetings, at which time the newly elected council members shall take office. Thereafter the council shall meet at such times as may be prescribed by ordinance or resolution and shall meet in regular session at least once in each calendar month. The mayor, acting mayor, or any five council members may call special meetings upon at least twelve hours’ written notice to each council member, served personally on each, or left at each member’s place of residence.

1 Except as provided in Charter Sec. 21A., All meetings of the council or committees  
 2 thereof shall be public.

3 The council shall have the authority to appoint council committees. Such committees  
 4 shall generally consist of no more than two council members and in no event shall be equal or  
 5 greater than a quorum of council. Other council members may attend any council committee  
 6 meeting to observe but shall not participate.

7 The council shall appoint a committee of not more than two council members and any  
 8 number of non-council members to screen applications for city manager, city attorney, and  
 9 municipal court judge, to evaluate the performance of the persons occupying such positions, and  
 10 to consider recommending disciplinary actions relating to such persons. Such committee may  
 11 conduct its business in private, ~~provided that the council as a whole takes action to determine  
 12 finalists at a public meeting, to determine compensation at a public meeting, and to take  
 13 disciplinary action at a public meeting.~~

14 **Sec. 21A. - Executive Sessions.**

15 (a) Effective January 1, 2025, the City Council, and any committee of the City Council, may,  
 16 by two-thirds majority vote of those members present and voting, hold an executive  
 17 session upon announcement of the topic for discussion in the executive session, which  
 18 announcement shall include a specific citation to the provision of this section that  
 19 authorizes the City Council or council committee to meet in executive session, and shall  
 20 identify the particular matter to be discussed in as much detail as possible without  
 21 compromising the purpose for which the executive session is to be held. Said executive  
 22 session may be held only at a regular or special meeting and only for the purposes of  
 23 considering any of the following matters and providing direction, through individual  
 24 expressions of opinion, to city staff or other persons with regard to such matters:

25 (1) The purchase, acquisition, lease, transfer, or sale of any real, personal, or other  
property interest; except that no executive session shall be held for the purpose  
of concealing the fact that a member of the local public body has a personal  
interest in such purchase, acquisition, lease, transfer, or sale;

(2) Conferences with an attorney for the purposes of receiving legal advice on  
specific legal questions;

(3) Matters required to be kept confidential by federal or state law or rules and  
regulations. The specific citation of the statutes or rules that are the basis for  
such confidentiality before holding the executive session shall be announced;

(4) Specialized details of security arrangements or investigations, including  
defenses against terrorism, both domestic and foreign, and including where  
disclosure of the matters discussed might reveal information that could be used  
for the purpose of committing, or avoiding prosecution for, a violation of the  
law;

- 1           (5) Determining positions relative to matters that may be subject to negotiations;  
2           developing strategy for negotiations; and instructing negotiators;
- 3           (6) Personnel matters except if the employee who is the subject of the session has  
4           requested an open meeting, or if the personnel matter involves more than one  
5           employee, all of the employees have requested an open meeting. This shall not  
6           apply to discussions concerning any member of the local public body, any  
7           elected official, or the appointment of a person to fill the office of a member of  
8           the local public body or an elected official or to discussions of personnel  
9           policies that do not require the discussion of matters personal to particular  
10           employees;
- 11           (7) Consideration of any documents protected by the mandatory nondisclosure  
12           provisions of the "Colorado Open Records Act," part 2 of article 72; except that  
13           all consideration of documents or records that are work product as defined in  
14           C.R.S. § 24-72-202(6.5) or that are subject to the governmental or deliberative  
15           process privilege shall occur in a public meeting unless an executive session is  
16           otherwise allowed pursuant to C.R.S. § 24-6-402(4);
- 17           (8) In addition to interviewing finalists in a public forum, interview finalists in  
18           executive session. The council may instruct personnel and representatives to  
19           begin contract negotiations with one or more candidates in executive session,  
20           including the necessary process to prioritize, for the purposes of negotiation, one  
21           or more finalists after required public forums have been completed; and
- 22           (9) Any other discussion allowed by C.R.S. § 24-6-402, as amended, to be held in  
23           executive session.
- 24           (b) No final legislative action shall be taken by the city in executive session. Such final  
25           legislative action may be taken only in an open meeting.
- (c) Executive sessions shall be closed to the general public, but the City Council may  
          permit any person or group to attend such sessions. Council members not present and  
          voting for a regular or special council meeting may nonetheless participate in an  
          executive session that is part of that meeting using remote technology.

20           Section 3.       The official ballot shall contain the following ballot title, which shall also  
21 be the designation and submission clause for the measure:

**Ballot Question No. \_\_\_\_**

Shall Sec. 9 be amended and A NEW Sec. 21A. of the Boulder Home Rule Charter be adopted to authorize City Council to hold executive sessions as provided by state law, and implement the transition as more specifically provided in Ordinance 8641?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 4. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 5. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

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1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 1st day of August 2024.

3 \_\_\_\_\_  
4 Aaron Brockett,  
5 Mayor

6 Attest:

7 \_\_\_\_\_  
8 City Clerk

9 READ ON SECOND READING, PASSED AND CONTINUED, this 15th day of  
10 August 2024.

11 \_\_\_\_\_  
12 Aaron Brockett,  
13 Mayor

14 Attest:

15 \_\_\_\_\_  
16 City Clerk

17 READ ON CONTINUED SECOND READING AND ADOPTED this 5th day of  
18 September 2024.

19 \_\_\_\_\_  
20 Aaron Brockett,  
21 Mayor

22 Attest:

23 \_\_\_\_\_  
24 City Clerk



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024**

**AGENDA TITLE**

Petitioners' Ordinances

Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8638 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, "Decommissioning the Airport," B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

AND

(conditional upon voter approval of "Repurpose Our Runways")

Second reading, public hearing, and consideration of a motion to pass and continue to September 5, 2024, Ordinance 8643 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure "Repurpose Our Runways" is passed, whether or not to adopt Section 11-4-8(e), "Decommissioning the Airport," B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community board; specifying the form of the ballot and other election procedures; and setting forth related details

OR

Alternate Ordinances

Introduction, first reading and public hearing, and consideration of a motion to order

published by title only Ordinance 8647 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

AND

(conditional upon voter approval of “Repurpose Our Runways” Ordinance 8647)

Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(e) and (f), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

## PRESENTERS

Nuria Rivera-Vandermyde, City Manger  
Chris Meschuk, Deputy City Manager  
Teresa Taylor Tate, City Attorney  
Erin Poe, Deputy City Attorney

## EXECUTIVE SUMMARY

Proposed Ordinance 8638 (**Attachment A**) and Proposed Ordinance 8643 (**Attachment B**) are the result of an initiative petition process. On June 20, 2024, the city clerk issued her Certificate of Sufficiency of initiated ballot measures entitled “Repurpose Our Runways” and “Runways to Neighborhoods.” There are sufficient signatures to place both measures before the voters at the November 5, 2024, Special Municipal Coordinated Election. A clerical correction has been made to refer to the “Boulder Municipal Airport” instead of solely the “Airport” so that voters are clear as to what airport would be decommissioned.

If the voters pass the initiative “Repurpose Our Runways” the Boulder Revised Code will be amended as provided for in **Attachment A**.

The initiative “Runways to Neighborhoods,” **Attachment B**, is conditional upon voter approval of Proposed Ordinance 8638 regarding decommissioning the Boulder Municipal Airport. If voters do not pass the “Repurpose Our Runways” ballot item to decommission the Boulder Municipal Airport, the “Runways to Neighborhoods” initiative will not take effect, even if passed. If the voters pass “Repurpose Our Runways” and then also pass “Runways to Neighborhoods” the Boulder Revised Code will also be amended as provided for in **Attachment B**.

At the request of council, staff initiated conversations with the committee of petitioners to discuss options and ideas to revise the proposed ordinances, in order to address concerns with the language. The result of these conversations are two alternate ordinances. Proposed Ordinance 8647 (**Attachment C**) and Proposed Ordinance 8648 (**Attachment D**). If council decides to support the alternate ordinances, petitioners will withdraw their petition. Under this option, the negotiated ballot measures would go forward as council-sponsored measures.

## **STAFF RECOMMENDATION**

### **Suggested Motion Language:**

Staff requests council consideration of this matter and action in the form of one of the pairs of following motions:

#### Petitioners’ Ordinances

Motion to pass and continue to September 5, 2024, Ordinance 8638 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

AND

(conditional upon voter approval of “Repurpose Our Runways”)

Motion to pass and continue to September 5, 2024, Ordinance 8643 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Section 11-4-8(e), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned



Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community board; specifying the form of the ballot and other election procedures; and setting forth related details

OR

Alternate Ordinances

Motion to introduce and order published by title only Ordinance 8647 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

AND

(conditional upon voter approval of “Repurpose Our Runways” Ordinance 8647)

Motion to introduce and order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(e) and (f), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

## ANALYSIS

### Initiative Petition Ordinances

“Repurpose Our Runways”

The council is requested to consider Proposed Ordinance 8638 which sets the ballot title for an initiated measure that has been commonly referred to as the Repurpose our Runways initiative. This people’s ordinance proposes to amend Chapter 11-4, “Airport,” B.R.C. 1981, by adding a section decommissioning the Boulder Municipal Airport as soon as reasonably feasible and prohibiting acceptance of state or federal funding that

comes with obligations that would delay decommissioning of the Boulder Municipal Airport.

This ballot measure is the result of the initiative process. The council may adopt the measure or refer it to the voters at the November 2024 election. Proposed Ordinance 8638 sets the ballot title for this petition as required by city Charter Sec. 40. The council has the option of adopting the proposed amendments to the Boulder Revised Code. If the council does not adopt the text amendments to Chapter 11-4, B.R.C. 1981, then the council is required to send the matter to a vote of the electors at the November 5, 2024, election. [See city Charter Sec. 41.](#)

On June 20, 2024, the city clerk issued her Certificate of Sufficiency of an initiated ballot measure summarized as “Repurpose our Runways.” There are sufficient signatures to place the measure before the voters at the November 5, 2024, Special Municipal Coordinated Election.

City Charter Sec. 48 sets the standard for the title of ballots. In part, it states that ballot titles “shall be a clear, concise statement, without argument or prejudice, descriptive of the substance of such measure or charter amendment.” The ballot title proposed, see **Attachment A**, is based on the language that was in the petition which was circulated for signatures. For initiatives, the Charter requires the council to seek input from the committee of the petitioners prior to setting the ballot title. This can occur at the hearing that will take place at the second reading. In addition, Deputy City Attorney, Erin Poe, met with a member of the petition committee on July 16, 2024, to review the proposed ballot title. If any modifications to the title are made at second reading, a third reading must take place on September 5, 2024.

“Runways to Neighborhoods”

The council is requested to consider Proposed Ordinance 8643 which sets the ballot title for an initiated measure that has been commonly referred to as the Runways to Neighborhoods initiative. This people’s ordinance proposes to amend Chapter 11-4, “Airport,” B.R.C. 1981, by adding a subsection to repurpose the Boulder Municipal Airport as sustainable, mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community board.

This initiative is conditional upon Proposed Ordinance 8638 regarding decommissioning the Boulder Municipal Airport being passed by voters. If voters do not pass the ballot item to decommission the Boulder Municipal Airport, this initiative will not take effect, even if passed.

On June 20, 2024, the city clerk issued her Certificate of Sufficiency of an initiated ballot measure summarized as “Runways to Neighborhoods.” There are sufficient signatures to place the measure before the voters at the November 5, 2024, Special Municipal Coordinated Election.

City Charter Sec. 48 sets the standard for the title of ballots. In part, it states that ballot titles “shall be a clear, concise statement, without argument or prejudice, descriptive of the substance of such measure or charter amendment.” The ballot title proposed in **Attachment B** is based on the language that was in the petition that was circulated for signatures. For initiatives, the Charter requires the council to seek input from the committee of the petitioners prior to setting the ballot title. This can occur at the hearing that will take place at the second reading. In addition, Deputy City Attorney, Erin Poe, met with a member of the petition committee on July 16, 2024, to review the proposed ballot title. If any modifications to the title are made at second reading, a third reading must take place on September 5, 2024.

### **Alternate Ordinances**

At the request of council, staff initiated conversations with the committee of petitioners to discuss options and ideas to revise the proposed ordinances (Ordinances 8638 and 8643), in order to address concerns about language. Staff met with a representative of the committee to discuss some of the concerns that staff had regarding the language in the initiatives, specifically regarding the administrative nature of some of the wording. In addition, staff shared concerns about some of the proposed language that would require procedural steps or development outcomes that are inconsistent with other Boulder Revised Code sections and presumes future needs of the city. Staff followed up sharing ideas and approaches that the committee could take to address these concerns. Several drafts were exchanged, and a follow up conversation was held to talk through additional revisions. Proposed Ordinance 8647 (**Attachment C**) and Proposed Ordinance 8648 (**Attachment D**) are the result of these conversations, and what the committee felt were acceptable revisions.

Proposed Ordinance 8647 would revise the “Repurpose Our Runways” petition language. The revised language in subsection (a) retains the intent of the petition to require the decommissioning of the Boulder Municipal Airport and to end existing grant commitments to the FAA. Subsection (b) was revised to attempt to remove administrative language and clarify what the city shall and shall not do with the property. A new subsection was added to state that if additional analysis demonstrates decommissioning is infeasible, the ordinance could be amended or repealed according to the procedures in the Charter for “peoples ordinances.”

Proposed Ordinance 8648 would revise the “Runways to Neighborhoods” petition language. The revised language in subsection (e) retains the intent of the petition to define the redevelopment of the Boulder Municipal Airport with a focus on housing, based on a needs assessment at the time of redevelopment. Revisions were made to the subsections to not require at least 50% affordable housing, but to have a fundamental desired outcome of at least 50% of the on-site units to be affordable. The revisions also remove references to an area plan and community board, and are broadened to reference a vision and working group. A new subsection (f) was added to state that if additional analysis demonstrates decommissioning of the Boulder Municipal Airport is infeasible,

the ordinance could be amended or repealed according to the procedures in the Charter for “peoples ordinances.”

If council chooses to move forward the alternate ordinances, council could adopt them, or refer them to the ballot. If council refers the measures to the ballot, the committee will agree to withdraw its current petitions.

### **NEXT STEPS**

Council can choose to reject the alternate ordinances and adopt the petition committee’s ordinances on second reading. Second reading may be continued to September 5, 2024, if it is the will of council. This would delay the start of the “go-dark” period during which city resources cannot be used to fund express advocacy, except as provided by B.R.C. 13-2-4(h).

Or, council may choose to move forward the alternate ordinances on first reading on August 15, 2024. In that circumstance, second reading and adoption will occur on September 5, 2024, where final adoption of all ballot measures will occur, and the “go-dark” period will begin.

### **ATTACHMENTS**

- A – Proposed Ordinance 8638
- B – Proposed Ordinance 8643
- C – Proposed Alternate Ordinance 8647
- D – Proposed Alternate Ordinance 8648

ORDINANCE 8638

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER OR NOT TO ADOPT SECTION 11-4-8, "DECOMMISSIONING THE AIRPORT," B.R.C. 1981, TO DECOMMISSION THE BOULDER MUNICIPAL AIRPORT AS SOON AS REASONABLY FEASIBLE AND PROHIBIT ACCEPTANCE OF STATE OR FEDERAL FUNDING WHICH COMES WITH OBLIGATIONS THAT WOULD DELAY DECOMMISSIONING OF THE BOULDER MUNICIPAL AIRPORT; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. On June 20, 2024, City Council accepted the city clerk's certification of sufficient valid signatures of registered electors on the "Repurpose Our Runways" petition submitted by the Airport Neighborhood Campaign petition committee to initiate a vote on a proposed addition to the Boulder Revised Code pursuant to Sec. 39 of the Boulder Home Rule Charter. Under Charter Sec. 40, the City Council is required to either enact the proposed ordinance or set the ballot title for the proposed amendment.

Section 2. A special municipal coordinated election will be held on Tuesday, November 5, 2024.

Section 3. At the election, an initiative will be set forth for voters to consider adopting

1 Section 11-4-8, B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as  
 2 reasonably feasible and prohibiting acceptance of state or federal funding that comes with  
 3 obligations that would delay decommissioning of the Boulder Municipal Airport.

4  
 5 Section 4. At the election, a question shall be submitted to the electors of the city of  
 6 Boulder eligible by law to vote, that will allow voters to determine whether Section 11-4-8,  
 7 “Decommissioning the Airport,” B.R.C. 1981, should be adopted, unless council decides to pass  
 8 the measure instead of referring it to the voters. The material to be added is shown in Section 5  
 9 below.

10 Section 5. If a majority of all the votes cast at the election on the measure submitted are  
 11 for the measure, the measure shall be deemed to have passed and Section 11-4-8,  
 12 “Decommissioning the Airport,” B.R.C. 1981, shall be adopted to read as follows:

13 **11-4-8. - Decommissioning the Airport.**

- 14
- 15 (a) The city shall proactively work to decommission (close) the Boulder Municipal Airport  
 as soon as reasonably feasible.
  - 16 (b) As of the effective date of this ordinance, the city shall accept no more state or federal  
 17 funding that comes with FAA grant obligations or any other obligations that would delay  
 18 decommissioning of the airport. To the extent feasible, the city shall negotiate or litigate  
 19 to end existing grant commitments to the FAA as soon as possible, and thereby regain  
 local control of the site and its uses.
  - 20 (c) In the interim period before airport decommissioning:
    - 21 (1) No expansion or improvement of BDU airport facilities or property shall be  
 22 allowed except to maintain public safety for remaining operations and to provide  
 unleaded aviation fuel.
    - 23 (2) The city shall prioritize and implement measures to minimize negative impacts  
 24 from aviation activities such as exposure of people and wildlife to noise and lead  
 pollution.
    - 25 (3) The city shall work with current airport users and tenants on a transition to airport  
 closure.

1 (4) The City shall consider new uses for the property that prioritize affordable  
2 housing, neighborhood-serving businesses, parks, and greenways. Consideration  
3 should be given to innovations in climate resilience, creative housing types and  
4 building designs, child- and family- friendly features, and minimization of car  
dependency.

5 (d) Exceptions: Once decommissioned, no aviation uses or facilities shall be permitted at this  
6 site with the exception that a portion of the site may be used for emergency-only rotor  
7 aircraft (helicopters) and associated facilities. Such emergency uses may include, but are  
8 not limited to, fire, flood, and medical emergencies.

9 Section 6. The official ballot shall contain the following ballot title, which shall also be  
10 the designation and submission clause for the measure:

11 **Ballot Question No. \_\_\_\_**

12 **Repurpose Our Runways**

13 Shall Section 11-4-8, B.R.C. 1981, be adopted to decommission the  
14 Boulder Municipal Airport as soon as reasonably feasible with the  
15 exception that a portion of the site may continue to be used for  
16 emergency-only helicopters; prohibit acceptance of state or federal  
17 funding which comes with obligations that would delay  
18 decommissioning of the Boulder Municipal Airport; and guide site  
19 activities prior to decommissioning, pursuant to Ordinance 8638?

20 For the Measure \_\_\_\_ Against the Measure \_\_\_\_

21 Section 7. This Ordinance is necessary to protect the public health, safety, and welfare of  
22 the residents of the City, and covers matters of local concern.

23 Section 8. The City Council deems it appropriate that this Ordinance be published by  
24 title only and orders that copies of this Ordinance be made available in the office of the city clerk  
25 for public inspection and acquisition.

1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 1st day of August 2024.

3  
4 \_\_\_\_\_  
Aaron Brockett,  
Mayor

5 Attest:  
6  
7

8 \_\_\_\_\_  
City Clerk

9  
10 READ ON SECOND READING, PASSED AND CONTINUED, this 15th day of  
11 August 2024.

12 \_\_\_\_\_  
13 Aaron Brockett,  
Mayor

14 Attest:  
15  
16

17 \_\_\_\_\_  
City Clerk

18 READ ON CONTINUED SECOND READING AND ADOPTED this 5th day of  
19 September 2024.

20 \_\_\_\_\_  
21 Aaron Brockett,  
Mayor

22 Attest:  
23  
24

25 \_\_\_\_\_  
City Clerk



ORDINANCE 8643

1  
2  
3 AN ORDINANCE SUBMITTING TO THE REGISTERED  
4 ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL  
5 MUNICIPAL COORDINATED ELECTION TO BE HELD ON  
6 TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF, IF  
7 BALLOT MEASURE “REPURPOSE OUR RUNWAYS” IS  
8 PASSED, WHETHER OR NOT TO ADOPT SECTION 11-4-8(e),  
9 “DECOMMISSIONING THE AIRPORT,” B.R.C. 1981, TO  
10 REPURPOSE THE DECOMMISSIONED BOULDER MUNICIPAL  
11 AIRPORT SITE AS SUSTAINABLE MIXED-USE  
12 NEIGHBORHOODS, WITH AT LEAST 50% OF ON-SITE  
13 HOUSING UNITS DESIGNATED AS PERMANENTLY  
14 AFFORDABLE FOR LOW-, MODERATE-, AND MIDDLE-  
15 INCOME RESIDENTS AND WHOSE DEVELOPMENT SHALL  
16 BE GUIDED WITH INPUT FROM A COMMUNITY BOARD;  
17 SPECIFYING THE FORM OF THE BALLOT AND OTHER  
18 ELECTION PROCEDURES; AND SETTING FORTH RELATED  
19 DETAILS

20  
21 BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER,  
22 COLORADO:

23 Section 1. On June 20, 2024, City Council accepted the city clerk’s certification of  
24 sufficient valid signatures of registered electors on the “Runways to Neighborhood” petition  
25 submitted by the Airport Neighborhood Campaign petition committee to initiate a vote on a  
proposed addition to the Boulder Revised Code pursuant to Sec. 39 of the Boulder Home Rule  
Charter. Under Charter Sec. 40, the City Council is required to either enact the proposed  
ordinance or set the ballot title for the proposed amendment.

Section 2. A special municipal coordinated election will be held on Tuesday, November  
5, 2024.

1           Section 3. At the election, an initiative, “Repurpose Our Runways,” will be set forth for  
 2 voters to consider adopting Section 11-4-8, B.R.C. 1981, to decommission the Boulder Municipal  
 3 Airport as soon as reasonably feasible and prohibiting acceptance of state or federal funding that  
 4 comes with obligations that would delay decommissioning of the Boulder Municipal Airport.

5  
 6           Section 4. At the election, the initiative “Runways to Neighborhoods” shall be submitted  
 7 as a question to the electors of the city of Boulder eligible by law to vote, that will allow voters  
 8 to determine whether Section 11-4-8(e), B.R.C. 1981, should be adopted, unless council decides  
 9 to pass the measure instead of referring it to the voters. The material to be added is shown in  
 10 Section 5 below.

11           Section 5. If a majority of all the votes cast at the election on the measure submitted are  
 12 for the measure, and if the ballot measure “Repurpose Our Runways” also passes, the “Runways  
 13 to Neighborhoods” measure shall be deemed to have passed and Section 11-4-8(e), B.R.C. 1981,  
 14 shall be adopted to read as follows:

15  
 16 **11-4-8. - Decommissioning the Airport.**

17 (e) New uses for the decommissioned airport property shall predominantly consist of  
 18 sustainable, well connected, mixed-use neighborhoods designed to help address  
 19 Boulder’s affordable housing crisis. Planning for the new neighborhoods shall implement  
 the new uses and factors described for consideration in subsection 11-4-8(c)(4), of this  
 section. Furthermore, the city shall:

- 20           (1) incorporate attractive mixed-income housing designed to meet the needs of  
 21 families and essential workers. At least 50% of on-site housing units shall be  
 22 permanently affordable units in Boulder’s affordable housing program. These  
 homes shall be for low-, moderate-, and middle-income residents, with a focus  
 on middle-income; and
- 23           (2) establish a community board to provide guidance on an area plan for the airport  
 24 site as well as criteria for development proposals. The city shall include the  
 25 community board in the process of evaluating development proposals for the  
 airport site.



1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 1st day of August 2024.

3  
4 \_\_\_\_\_  
5 Aaron Brockett,  
6 Mayor

7 Attest:

8 \_\_\_\_\_  
9 City Clerk

10 READ ON SECOND READING, PASSED AND CONTINUED, this 15th day of  
11 August 2024.

12 \_\_\_\_\_  
13 Aaron Brockett,  
14 Mayor

15 Attest:

16 \_\_\_\_\_  
17 City Clerk

18 READ ON CONTINUED SECOND READING AND ADOPTED this 5th day of  
19 September 2024.

20 \_\_\_\_\_  
21 Aaron Brockett,  
22 Mayor

23 Attest:

24 \_\_\_\_\_  
25 City Clerk

ORDINANCE 8647

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER OR NOT TO ADOPT SECTION 11-4-8, "DECOMMISSIONING THE AIRPORT," B.R.C. 1981, TO DECOMMISSION THE BOULDER MUNICIPAL AIRPORT AS SOON AS REASONABLY FEASIBLE AND PROHIBIT ACCEPTANCE OF STATE OR FEDERAL FUNDING WHICH COMES WITH OBLIGATIONS THAT WOULD DELAY DECOMMISSIONING OF THE BOULDER MUNICIPAL AIRPORT; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. A special municipal coordinated election will be held on Tuesday, November 5, 2024.

Section 2. At the election, there will be set forth a question to the electors of the city of Boulder eligible by law to vote that will allow voters to determine whether to adopt a new Section 11-4-8, B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and prohibiting acceptance of state or federal funding that comes with obligations that would delay decommissioning of the Boulder Municipal Airport, unless council decides to pass the measure instead of referring it to the voters. The material to be added is shown in Section 3 below.

1           Section 3. If a majority of all the votes cast at the election on the measure submitted are  
 2 for the measure, the measure shall be deemed to have passed and Section 11-4-8,  
 3 “Decommissioning the Airport,” B.R.C. 1981, shall be adopted to read as follows:

4 **11-4-8. - Decommissioning the Airport.**

- 5 (a) The city shall proactively work to decommission the Boulder Municipal Airport and end  
 6 existing grant commitments to the FAA as soon as reasonably feasible, in order to regain  
 7 local control of the site and its uses.
- 8 (b) As of the effective date of this ordinance, the city shall not encumber or enhance the  
 9 airport property in a way that would further delay or increase the financial cost to the city  
 10 of decommissioning of the airport. The city may implement improvements or measures to  
 11 maintain public safety for remaining operations until decommissioning is complete, and  
 12 shall strive to minimize negative impacts from aviation activities such as exposure of  
 13 people and wildlife to noise and lead pollution. This may include the provision of the use  
 14 of unleaded fuel at the airport.
- 15 (c) In the interim period before airport decommissioning, the city shall consider new uses for  
 16 the property that prioritize affordable housing, neighborhood-serving businesses, parks,  
 17 and greenways. Consideration should be given to innovations in climate resilience,  
 18 creative housing types and building designs, child- and family-friendly features, and  
 19 minimization of car dependency.
- 20 (d) If after analysis, taking into consideration the value of the land and the expected  
 21 economic and fiscal contributions of future land uses, the City Council determines that  
 22 decommissioning is financially infeasible, the City Council may propose amendment or  
 23 repeal of this ordinance through a vote of the people in accordance with the procedures  
 24 set forth in Charter Sec. 54.
- 25 (e) Exceptions: Once decommissioned, no aviation uses or facilities shall be permitted at this  
 site with the exception that a portion of the site may be used for emergency-only rotor  
 aircraft (helicopters) or other emergency-only Vertical Take-off and Landing Vehicles  
 (VTOLs) and associated facilities. Such emergency uses may include, but are not limited  
 to, fire, flood, and medical emergencies.

22           Section 4. The official ballot shall contain the following ballot title, which shall also be  
 23 the designation and submission clause for the measure:  
 24  
 25

**Ballot Question No. \_\_\_\_**

**Repurpose Our Runways**

Shall Section 11-4-8, B.R.C. 1981, be adopted requiring the city to proactively work to decommission the Boulder Municipal Airport as soon as reasonably feasible with the exception that a portion of the site may continue to be used for emergency-only helicopters; prohibit acceptance of state or federal funding which comes with obligations that would delay decommissioning of the Boulder Municipal Airport; and guide site activities prior to decommissioning, pursuant to Ordinance 8647?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 5. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the City, and covers matters of local concern.

Section 6. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

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INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
TITLE ONLY this 15th day of August 2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

READ ON SECOND READING, PASSED AND ADOPTED, this 5th day of September  
2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk



ORDINANCE 8648

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3 AN ORDINANCE SUBMITTING TO THE REGISTERED  
4 ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL  
5 MUNICIPAL COORDINATED ELECTION TO BE HELD ON  
6 TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF, IF  
7 BALLOT MEASURE “REPURPOSE OUR RUNWAYS” IS  
8 PASSED, WHETHER OR NOT TO ADOPT SUBSECTIONS 11-4-  
9 8(e) AND (f), “DECOMMISSIONING THE AIRPORT,” B.R.C.  
10 1981, TO REPURPOSE THE DECOMMISSIONED BOULDER  
11 MUNICIPAL AIRPORT SITE AS SUSTAINABLE MIXED-USE  
12 NEIGHBORHOODS, WITH AT LEAST 50% OF ON-SITE  
13 HOUSING UNITS DESIGNATED AS PERMANENTLY  
14 AFFORDABLE FOR LOW-, MODERATE-, AND MIDDLE-  
15 INCOME RESIDENTS AND WHOSE DEVELOPMENT SHALL  
16 BE GUIDED WITH INPUT FROM A COMMUNITY WORKING  
17 GROUP; SPECIFYING THE FORM OF THE BALLOT AND  
18 OTHER ELECTION PROCEDURES; AND SETTING FORTH  
19 RELATED DETAILS

20 BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER,

21 COLORADO:

22 Section 1. A special municipal coordinated election will be held on Tuesday, November  
23 5, 2024.

24 Section 2. At the election, there will be set forth a question to the electors of the city of  
25 Boulder eligible by law to vote that will allow voters to determine whether to adopt new  
Subsections 11-4-8(e) and (f), B.R.C. 1981, to provide for mixed-income housing designed to  
meet the needs of families and essential workers, with a fundamental desired outcome that at  
least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and  
middle-income residents, with a focus on middle-income, and whose development shall be

1 guided with input from a community working group, unless council decides to pass the measure  
 2 instead of referring it to the voters. The material to be added is shown in Section 3 below.

3 Section 3. If a majority of all the votes cast at the election on the measure submitted are  
 4 for the measure, and if the ballot measure “Repurpose Our Runways,” Ordinance 8647, also  
 5 passes, the “Runways to Neighborhoods” measure, Ordinance 8648, shall be deemed to have  
 6 passed and Subsections 11-4-8(e) and (f), B.R.C. 1981, shall be adopted to read as follows:  
 7

8 **11-4-8. - Decommissioning the Airport.**

9 (e) New uses for the decommissioned airport property shall predominantly consist of  
 10 sustainable, well-connected, mixed-use neighborhoods designed to help address  
 11 Boulder’s affordable housing crisis. Planning for the new neighborhoods shall implement  
 12 the new uses and factors described for consideration in subsection 11-4-8(c), and be  
 13 responsive to a housing needs assessment at the time of neighborhood planning.  
 14 Furthermore, the city shall:

15 (1) incorporate attractive mixed-income housing designed to meet the needs of  
 16 families and essential workers, with a fundamental desired outcome that at least  
 17 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-,  
 18 and middle-income residents, with a focus on middle-income; and

19 (2) establish a community working group to provide guidance on a vision for the  
 20 airport site as well as selection criteria for developer proposals. The city and/or  
 21 overall site developer(s) shall incorporate the input of a community working  
 22 group in the process of planning for the Boulder Municipal Airport site.

23 (f) The intent of this section is to repurpose the site in order to utilize city land to serve the  
 24 critical needs of the city of Boulder for sustainable, affordable housing. In the event that  
 25 the city’s needs, programs, or circumstances change substantially before subsection 11-4-  
 8(e), above, can be implemented, the City Council may propose amendment or repeal of  
 this ordinance through a vote of the people in accordance with the procedures set forth in  
 Charter Sec. 54.

26 Section 4. The official ballot shall contain the following ballot title, which shall also be  
 27 the designation and submission clause for the measure:

**Ballot Question No. \_\_\_\_**

**Runways to Neighborhoods**

If “Repurpose Our Runways,” Ballot Question No. \_\_\_\_, passes to decommission the Boulder Municipal Airport, shall Subsections 11-4-8(e) and (f), B.R.C. 1981, be adopted to repurpose the Boulder Municipal Airport site as sustainable, mixed-use neighborhoods, with at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community working group pursuant to Ordinance 8648?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 5. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the City, and covers matters of local concern.

Section 6. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

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INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
TITLE ONLY this 15th day of August 2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

READ ON SECOND READING, PASSED AND ADOPTED, this 5th day of September  
2024.

\_\_\_\_\_  
Aaron Brockett,  
Mayor

Attest:

\_\_\_\_\_  
City Clerk



**CITY OF BOULDER  
CITY COUNCIL ITEM ADDENDUM**

**MEETING DATE: August 15, 2023**

**AGENDA ITEM:**

Item 5A – 2024 Ballot Measure Ordinances

**PAGE NUMBERS:**

Page 11 of Item 5A

**DESCRIPTION**

Agenda Item 5A, at page 11, Proposed Ordinance 8640, is updated to provide for a clarification in the form of the ballot question by adding the implementation date of the compensation increase of City Council members and the Mayor. This is a clerical change and does not require a third reading.

This addendum includes the updated page of Proposed Ordinance 8640.

1 ~~year and paid on the same schedule as city employees, or such other schedule as determined by~~  
2 ~~the City Manager.~~

3 For the purpose of this section, Area Median Income means the Area Median Income  
4 reported annually for a single person household by the United States Department of Housing and  
5 Urban Development, or by any successor United States Government department, agency, or  
6 instrumentality, for the metropolitan statistical area which includes the city of Boulder,  
7 Colorado.

8 (a) Commencing upon the swearing in date of council members in December 2026,  
9 compensation for members of the city shall be as follows:

10 (1) For the mayor: fifty percent of Area Median Income.

11 (2) For all other council members: forty percent of Area Median Income.

12 (b) Council compensation shall be adjusted annually beginning January 1, 2028, based on the  
13 Area Median Income calculation for the previous year and averaged over the calendar  
14 year. Compensation shall be paid on the same schedule as city employees, or such other  
15 schedule as determined by the city manager.

16 (c) Although members of the City Council are generally not considered city employees,  
17 council members may elect to receive benefits under the same terms and conditions that  
18 are available to full-time city employees including without limitation participation in city  
19 health, vision, dental, and life insurance plans.

20 Section 3. The official ballot shall contain the following ballot title, which shall also  
21 be the designation and submission clause for the measure:

22 **Ballot Question No. \_\_\_\_\_**

23 Shall Sec. 7 of the Boulder Home Rule Charter be repealed and  
24 replaced to set compensation for City Council members at 40% of  
25 the Area Median Income and 50% of the Area Median Income for  
Mayor, commencing on the swearing-in date of the newly elected  
City Council in December of 2026, as more specifically provided in  
Ordinance 8640?

For the Measure \_\_\_\_\_

Against the Measure \_\_\_\_\_

26 Section 4. This Ordinance is necessary to protect the public health, safety, and welfare  
27 of the residents of the city, and covers matters of local concern.

28 Section 5. The City Council deems it appropriate that this Ordinance be published by  
29 title only and orders that copies of this Ordinance be made available in the office of the city clerk



**CITY OF BOULDER  
CITY COUNCIL ITEM ADDENDUM**

**MEETING DATE: August 15, 2023**

**AGENDA ITEM:**

Item 5A – 2024 Ballot Measure Ordinances

**PAGE NUMBERS:**

Page 40-43 of Item 5A

**DESCRIPTION**

Agenda Item 5A, at pages 40-43, Proposed Alternate Ordinance 8648, is updated (highlighted in yellow below) as follows:

- correct the mislabeling of subsection identification from 11-4-8(e) to 11-4-8(f) and 11-4-8(f) to 11-4-8(g) throughout the proposed alternate ordinance;
- correct the same mislabeling of subsections and provide for a clarification in the form of the ballot question by mirroring the alternate ordinance language to read:

If “Repurpose Our Runways,” Ballot Question No. \_\_\_\_, passes to decommission the Boulder Municipal Airport, shall Subsections 11-4-8(f) and (g), B.R.C. 1981, be adopted to repurpose the Boulder Municipal Airport site as sustainable, mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community working group pursuant to Ordinance 8648?

- revise the Agenda Title and Motion language to reflect the subsection labeling correction and ballot title clarification language to read:

Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(f) and (g), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

Motion to introduce and order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(f) and (g), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

The intent is to introduce at first reading Proposed Alternate Ordinance 8648 as attached.



ORDINANCE 8648

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF, IF BALLOT MEASURE “REPURPOSE OUR RUNWAYS” IS PASSED, WHETHER OR NOT TO ADOPT SUBSECTIONS 11-4-8(f) AND (g), “DECOMMISSIONING THE AIRPORT,” B.R.C. 1981, TO REPURPOSE THE DECOMMISSIONED BOULDER MUNICIPAL AIRPORT SITE AS SUSTAINABLE MIXED-USE NEIGHBORHOODS, WITH A FUNDAMENTAL DESIRED OUTCOME THAT AT LEAST 50% OF ON-SITE HOUSING UNITS DESIGNATED AS PERMANENTLY AFFORDABLE FOR LOW-, MODERATE-, AND MIDDLE-INCOME RESIDENTS AND WHOSE DEVELOPMENT SHALL BE GUIDED WITH INPUT FROM A COMMUNITY WORKING GROUP; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. A special municipal coordinated election will be held on Tuesday, November 5, 2024.

Section 2. At the election, there will be set forth a question to the electors of the city of Boulder eligible by law to vote that will allow voters to determine whether to adopt new Subsections 11-4-8(f) and (g), B.R.C. 1981, to provide for mixed-income housing designed to meet the needs of families and essential workers, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents, with a focus on middle-income, and whose development shall be

1 guided with input from a community working group, unless council decides to pass the measure  
2 instead of referring it to the voters. The material to be added is shown in Section 3 below.

3  
4 Section 3. If a majority of all the votes cast at the election on the measure submitted are  
5 for the measure, and if the ballot measure “Repurpose Our Runways,” Ordinance 8647, also  
6 passes, the “Runways to Neighborhoods” measure, Ordinance 8648, shall be deemed to have  
7 passed and Subsections 11-4-8(f) and (g), B.R.C. 1981, shall be adopted to read as follows:

8 **11-4-8. - Decommissioning the Airport.**

9 (f) New uses for the decommissioned airport property shall predominantly consist of  
10 sustainable, well-connected, mixed-use neighborhoods designed to help address  
11 Boulder’s affordable housing crisis. Planning for the new neighborhoods shall implement  
12 the new uses and factors described for consideration in subsection 11-4-8(c), and be  
13 responsive to a housing needs assessment at the time of neighborhood planning.  
14 Furthermore, the city shall:

15 (1) incorporate attractive mixed-income housing designed to meet the needs of  
16 families and essential workers, with a fundamental desired outcome that at least  
17 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-,  
18 and middle-income residents, with a focus on middle-income; and

19 (2) establish a community working group to provide guidance on a vision for the  
20 airport site as well as selection criteria for developer proposals. The city and/or  
21 overall site developer(s) shall incorporate the input of a community working  
22 group in the process of planning for the Boulder Municipal Airport site.

23 (g) The intent of this section is to repurpose the site in order to utilize city land to serve the  
24 critical needs of the city of Boulder for sustainable, affordable housing. In the event that  
25 the city’s needs, programs, or circumstances change substantially before subsection 11-4-  
8(f), above, can be implemented, the City Council may propose amendment or repeal of  
this ordinance through a vote of the people in accordance with the procedures set forth in  
Charter Sec. 54.

26  
27 Section 4. The official ballot shall contain the following ballot title, which shall also be  
the designation and submission clause for the measure:

**Ballot Question No. \_\_\_\_**

**Runways to Neighborhoods**

If “Repurpose Our Runways,” Ballot Question No. \_\_\_\_, passes to decommission the Boulder Municipal Airport, shall Subsections 11-4-8(f) and (g), B.R.C. 1981, be adopted to repurpose the Boulder Municipal Airport site as sustainable, mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units designated as permanently affordable for low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community working group pursuant to Ordinance 8648?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 5. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 6. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 15th day of August 2024.

3 \_\_\_\_\_  
4 Aaron Brockett,  
5 Mayor

6 Attest:

7 \_\_\_\_\_  
8 City Clerk

9 READ ON SECOND READING, PASSED AND ADOPTED this 5th day of September  
10 2024.

11 \_\_\_\_\_  
12 Aaron Brockett,  
13 Mayor

14 Attest:

15 \_\_\_\_\_  
16 City Clerk



**CITY OF BOULDER  
CITY COUNCIL ITEM ADDENDUM**

**MEETING DATE: August 15, 2023**

**AGENDA ITEM:**

Item 5A – 2024 Ballot Measure Ordinances

**PAGE NUMBERS:**

Pages 36-43 of Item 5A

**DESCRIPTION**

Agenda Item 5A, at pages 36-43, Proposed Alternate Ordinances 8647 and 8648, are updated (highlighted in yellow below), pursuant to requests from the petitioner committee, as follows:

**Alternate Ordinance 8647**

- provide for clarification in the ordinance title language to better align with the intent of the ballot item:

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER OR NOT TO ADOPT SECTION 11-4-8, “DECOMMISSIONING THE AIRPORT,” B.R.C. 1981, TO DECOMMISSION THE BOULDER MUNICIPAL AIRPORT AS SOON AS REASONABLY FEASIBLE AND THE CITY SHALL NOT ENCUMBER OR ENHANCE THE AIRPORT PROPERTY IN A WAY THAT WOULD FURTHER DELAY OR INCREASE

THE FINANCIAL COST TO THE CITY OF DECOMMISSIONING THE BOULDER MUNICIPAL AIRPORT; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

- provide for clarification in the ordinance language to better align with the intent of the ballot item:

Section 2. At the election, there will be set forth a question to the electors of the city of Boulder eligible by law to vote that will allow voters to determine whether to adopt a new Section 11-4-8, B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and the city shall not encumber or enhance the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport, unless council decides to pass the measure instead of referring it to the voters. The material to be added is shown in Section 3 below.

- provide for clarification in the form of the ballot question to better align with the intent of the ballot item:

Shall Section 11-4-8, B.R.C. 1981, be adopted requiring the city to proactively work to decommission the Boulder Municipal Airport as soon as reasonably feasible with the exception that a portion of the site may continue to be used for emergency-only helicopters; prohibiting the city from encumbering or enhancing the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport; and guiding site activities prior to decommissioning, pursuant to Ordinance 8647?

For the Measure \_\_\_\_\_

Against the Measure \_\_\_\_\_

- revise the Agenda Title and Motion language to reflect the edits listed above to read:

Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8647 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, “Decommissioning the Airport,” B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and the city shall not encumber or enhance the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

Motion to pass and continue to September 5, 2024, Ordinance 8638 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of whether or not to adopt Section 11-4-8, "Decommissioning the Airport," B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and the city shall not encumber or enhance the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport; specifying the form of the ballot and other election procedures; and setting forth related details

### Alternate Ordinance 8648

- provide for clarification in the ordinance title language to better align with the intent of the ballot item:

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF, IF BALLOT MEASURE "REPURPOSE OUR RUNWAYS" IS PASSED, WHETHER OR NOT TO ADOPT SUBSECTIONS 11-4-8(f) AND (g), "DECOMMISSIONING THE AIRPORT," B.R.C. 1981, TO REPURPOSE THE DECOMMISSIONED BOULDER MUNICIPAL AIRPORT SITE AS SUSTAINABLE MIXED-USE NEIGHBORHOODS, WITH A FUNDAMENTAL DESIRED OUTCOME THAT AT LEAST 50% OF ON-SITE HOUSING UNITS SHALL BE AFFORDABLE IN PERPETUITY TO LOW-, MODERATE-, AND MIDDLE-INCOME RESIDENTS AND WHOSE DEVELOPMENT SHALL BE GUIDED WITH INPUT FROM A COMMUNITY WORKING GROUP; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

- provide for clarification in the form of the ballot question to better align with the intent of the ballot item:

If "Repurpose Our Runways," Ballot Question No. \_\_\_\_, passes to decommission the Boulder Municipal Airport, shall Subsections 11-4-8(f) and (g), B.R.C. 1981, be adopted to repurpose the Boulder Municipal Airport site as sustainable, mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community working group pursuant to Ordinance 8648?

For the Measure \_\_\_\_\_

Against the Measure \_\_\_\_\_

- revise the Agenda Title and Motion language to reflect the edits listed above to read:

Introduction, first reading and public hearing, and consideration of a motion to order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(f) and (g), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

Motion to introduce and order published by title only Ordinance 8648 submitting to the registered electors of the city of Boulder at the Special Municipal Coordinated Election to be held on Tuesday, November 5, 2024, the question of, if Ballot Measure “Repurpose Our Runways” is passed, whether or not to adopt Subsections 11-4-8(f) and (g), “Decommissioning the Airport,” B.R.C. 1981, to repurpose the decommissioned Boulder Municipal Airport site as sustainable mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents and whose development shall be guided with input from a community working group; specifying the form of the ballot and other election procedures; and setting forth related details

The intent is to introduce at first reading Proposed Alternate Ordinances 8647 and 8648 as attached.



ORDINANCE 8647

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF WHETHER OR NOT TO ADOPT SECTION 11-4-8, "DECOMMISSIONING THE AIRPORT," B.R.C. 1981, TO DECOMMISSION THE BOULDER MUNICIPAL AIRPORT AS SOON AS REASONABLY FEASIBLE AND THE CITY SHALL NOT ENCUMBER OR ENHANCE THE AIRPORT PROPERTY IN A WAY THAT WOULD FURTHER DELAY OR INCREASE THE FINANCIAL COST TO THE CITY OF DECOMMISSIONING THE BOULDER MUNICIPAL AIRPORT; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. A special municipal coordinated election will be held on Tuesday, November 5, 2024.

Section 2. At the election, there will be set forth a question to the electors of the city of Boulder eligible by law to vote that will allow voters to determine whether to adopt a new Section 11-4-8, B.R.C. 1981, to decommission the Boulder Municipal Airport as soon as reasonably feasible and the city shall not encumber or enhance the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport, unless council decides to pass the measure instead of referring it to the voters. The material to be added is shown in Section 3 below.

1           Section 3. If a majority of all the votes cast at the election on the measure submitted are  
2 for the measure, the measure shall be deemed to have passed and Section 11-4-8,  
3 “Decommissioning the Airport,” B.R.C. 1981, shall be adopted to read as follows:

4 **11-4-8. - Decommissioning the Airport.**

- 5 (a)     The city shall proactively work to decommission the Boulder Municipal Airport and end  
6 existing grant commitments to the FAA as soon as reasonably feasible, in order to regain  
7 local control of the site and its uses.
- 8 (b)     As of the effective date of this ordinance, the city shall not encumber or enhance the  
9 airport property in a way that would further delay or increase the financial cost to the city  
10 of decommissioning of the airport. The city may implement improvements or measures to  
11 maintain public safety for remaining operations until decommissioning is complete, and  
12 shall strive to minimize negative impacts from aviation activities such as exposure of  
13 people and wildlife to noise and lead pollution. This may include the provision of the use  
14 of unleaded fuel at the airport.
- 15 (c)     In the interim period before airport decommissioning, the city shall consider new uses for  
16 the property that prioritize affordable housing, neighborhood-serving businesses, parks,  
17 and greenways. Consideration should be given to innovations in climate resilience,  
18 creative housing types and building designs, child- and family-friendly features, and  
19 minimization of car dependency.
- 20 (d)     If after analysis, taking into consideration the value of the land and the expected  
21 economic and fiscal contributions of future land uses, the City Council determines that  
22 decommissioning is financially infeasible, the City Council may propose amendment or  
23 repeal of this ordinance through a vote of the people in accordance with the procedures  
24 set forth in Charter Sec. 54.
- 25 (e)     Exceptions: Once decommissioned, no aviation uses or facilities shall be permitted at this  
site with the exception that a portion of the site may be used for emergency-only rotor  
aircraft (helicopters) or other emergency-only Vertical Take-off and Landing Vehicles  
(VTOLs) and associated facilities. Such emergency uses may include, but are not limited  
to, fire, flood, and medical emergencies.

22           Section 4. The official ballot shall contain the following ballot title, which shall also be  
23 the designation and submission clause for the measure:  
24  
25

**Ballot Question No. \_\_\_\_**

**Repurpose Our Runways**

Shall Section 11-4-8, B.R.C. 1981, be adopted requiring the city to proactively work to decommission the Boulder Municipal Airport as soon as reasonably feasible with the exception that a portion of the site may continue to be used for emergency-only helicopters; prohibiting the city from encumbering or enhancing the airport property in a way that would further delay or increase the financial cost to the city of decommissioning the Boulder Municipal Airport; and guiding site activities prior to decommissioning, pursuant to Ordinance 8647?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 5. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the City, and covers matters of local concern.

Section 6. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 15th day of August 2024.

3 \_\_\_\_\_  
4 Aaron Brockett,  
5 Mayor

6 Attest:

7 \_\_\_\_\_  
8 City Clerk

9 READ ON SECOND READING, PASSED AND ADOPTED this 5th day of September  
10 2024.

11 \_\_\_\_\_  
12 Aaron Brockett,  
13 Mayor

14 Attest:

15 \_\_\_\_\_  
16 City Clerk

ORDINANCE 8648

AN ORDINANCE SUBMITTING TO THE REGISTERED ELECTORS OF THE CITY OF BOULDER AT THE SPECIAL MUNICIPAL COORDINATED ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, THE QUESTION OF, IF BALLOT MEASURE “REPURPOSE OUR RUNWAYS” IS PASSED, WHETHER OR NOT TO ADOPT SUBSECTIONS 11-4-8(f) AND (g), “DECOMMISSIONING THE AIRPORT,” B.R.C. 1981, TO REPURPOSE THE DECOMMISSIONED BOULDER MUNICIPAL AIRPORT SITE AS SUSTAINABLE MIXED-USE NEIGHBORHOODS, WITH A FUNDAMENTAL DESIRED OUTCOME THAT AT LEAST 50% OF ON-SITE HOUSING UNITS SHALL BE AFFORDABLE IN PERPETUITY TO LOW-, MODERATE-, AND MIDDLE-INCOME RESIDENTS AND WHOSE DEVELOPMENT SHALL BE GUIDED WITH INPUT FROM A COMMUNITY WORKING GROUP; SPECIFYING THE FORM OF THE BALLOT AND OTHER ELECTION PROCEDURES; AND SETTING FORTH RELATED DETAILS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER,

COLORADO:

Section 1. A special municipal coordinated election will be held on Tuesday, November 5, 2024.

Section 2. At the election, there will be set forth a question to the electors of the city of Boulder eligible by law to vote that will allow voters to determine whether to adopt new Subsections 11-4-8(f) and (g), B.R.C. 1981, to provide for mixed-income housing designed to meet the needs of families and essential workers, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents, with a focus on middle-income, and whose development shall be

1 guided with input from a community working group, unless council decides to pass the measure  
2 instead of referring it to the voters. The material to be added is shown in Section 3 below.

3 Section 3. If a majority of all the votes cast at the election on the measure submitted are  
4 for the measure, and if the ballot measure “Repurpose Our Runways,” Ordinance 8647, also  
5 passes, the “Runways to Neighborhoods” measure, Ordinance 8648, shall be deemed to have  
6 passed and Subsections 11-4-8(f) and (g), B.R.C. 1981, shall be adopted to read as follows:  
7

8 **11-4-8. - Decommissioning the Airport.**

9 (f) New uses for the decommissioned airport property shall predominantly consist of  
10 sustainable, well-connected, mixed-use neighborhoods designed to help address  
11 Boulder’s affordable housing crisis. Planning for the new neighborhoods shall implement  
12 the new uses and factors described for consideration in subsection 11-4-8(c), and be  
13 responsive to a housing needs assessment at the time of neighborhood planning.  
14 Furthermore, the city shall:

15 (1) incorporate attractive mixed-income housing designed to meet the needs of  
16 families and essential workers, with a fundamental desired outcome that at least  
17 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-,  
18 and middle-income residents, with a focus on middle-income; and

19 (2) establish a community working group to provide guidance on a vision for the  
20 airport site as well as selection criteria for developer proposals. The city and/or  
21 overall site developer(s) shall incorporate the input of a community working  
22 group in the process of planning for the Boulder Municipal Airport site.

23 (g) The intent of this section is to repurpose the site in order to utilize city land to serve the  
24 critical needs of the city of Boulder for sustainable, affordable housing. In the event that  
25 the city’s needs, programs, or circumstances change substantially before subsection 11-4-  
8(f), above, can be implemented, the City Council may propose amendment or repeal of  
this ordinance through a vote of the people in accordance with the procedures set forth in  
Charter Sec. 54.

26 Section 4. The official ballot shall contain the following ballot title, which shall also be  
the designation and submission clause for the measure:

**Ballot Question No. \_\_\_\_**

**Runways to Neighborhoods**

If “Repurpose Our Runways,” Ballot Question No. \_\_\_\_, passes to decommission the Boulder Municipal Airport, shall Subsections 11-4-8(f) and (g), B.R.C. 1981, be adopted to repurpose the Boulder Municipal Airport site as sustainable, mixed-use neighborhoods, with a fundamental desired outcome that at least 50% of on-site housing units shall be affordable in perpetuity to low-, moderate-, and middle-income residents, and whose development shall be guided with input from a community working group pursuant to Ordinance 8648?

For the Measure \_\_\_\_

Against the Measure \_\_\_\_

Section 5. This Ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 6. The City Council deems it appropriate that this Ordinance be published by title only and orders that copies of this Ordinance be made available in the office of the city clerk for public inspection and acquisition.

1 INTRODUCTION, READ ON FIRST READING, AND ORDERED PUBLISHED BY  
2 TITLE ONLY this 15th day of August 2024.

3 \_\_\_\_\_  
4 Aaron Brockett,  
5 Mayor

6 Attest:

7 \_\_\_\_\_  
8 City Clerk

9 READ ON SECOND READING, PASSED AND ADOPTED this 5th day of September  
10 2024.

11 \_\_\_\_\_  
12 Aaron Brockett,  
13 Mayor

14 Attest:

15 \_\_\_\_\_  
16 City Clerk





## **COVER SHEET**

### **MEETING DATE**

**August 15, 2024**

### **AGENDA ITEM**

Consideration of the following related to the North Boulder Subcommunity Plan:

1. Consideration of a motion to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum

AND

2. Consideration of the following conditions approved by Planning Board on August 6, 2024:

- That the Community Facilities map on page 18 and any associated text be updated with any facilities that have been completed to date
- That the Creative Campus boundary in the Village Center diagram on page 15 include the mixed-use area on the east side of Broadway

### **PRIMARY STAFF CONTACT**

Sarah Horn, City Planner Senior

### **REQUESTED ACTION OR MOTION LANGUAGE**

Motion to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum

### **ATTACHMENTS:**

#### **Description**

- ▣ **Item 5B - North Boulder Subcommunity Plan Amendment**



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: August 15, 2024.**

**AGENDA TITLE**

Consideration of the following related to the North Boulder Subcommunity Plan:

1. Consideration of a motion to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum
2. And consideration of the following conditions approved by Planning Board on August 6, 2024:
  - That the Community Facilities map on page 18 and any associated text be updated with any facilities that have been completed to date.
  - That the Creative Campus boundary in the Village Center diagram on page 15 include the mixed-use area on the east side of Broadway.

**PRESENTER(S)**

Nuria Rivera-Vandermyde, City Manager  
Mark Woulf, Assistant City Manager  
Brad Mueller, Planning & Development Services Director  
Kristofer Johnson, Comprehensive Planning Manager  
Sarah Horn, Senior City Planner  
Rebecca Hieb, Planning and Zoning Specialist  
Vivian Castro-Wooldridge, Community Engagement Planning Sr Project Manager

## **EXECUTIVE SUMMARY**

The purpose of this item is to consider approval of a proposed amendment to the [North Boulder Subcommunity Plan](#) (NBSP).

A Concept Plan application for the “North Boulder Creative Campus” located at 4401 Broadway in the North Boulder Subcommunity was submitted in October of 2022. Planning Board and City Council subsequently held public hearings for Concept Plan review on March 21, 2023, and July 13, 2023, respectively. The Concept Plan proposal included:

- A new location for the Boulder Museum of Contemporary Art (BMOCA)
- Live/work units
- Other residential units
- Commercial spaces

The project received a high level of community support and was initially found to be consistent with several BVCP and other community policies by both City Council and Planning Board. Both bodies supported the proposed uses and a higher intensity on the site than originally anticipated in the North Boulder Subcommunity Plan that was adopted in 1995, in particular to enable the vision of a creative campus. Staff proposed a subcommunity plan amendment process to update the vision for the area in light of the establishment of the North Boulder Art District and the expressed support for the proposed Concept Plan.

This current proposed amendment process would also allow for clean-up of apparent inconsistencies between the future land uses described for the area in the Subcommunity Plan and BVCP. Updates to the Subcommunity Plan to address these inconsistencies would then establish the framework that could then support rezoning or other desired regulatory changes to allow for a broader mix of uses and intensity in the proposed creative campus area within the North Boulder Subcommunity.

The proposed amendment to the NBSP (Attachment A) updates the recommended character, vision and future land use of the Creative Campus area. The proposed updates to the Creative Campus area include:

- Updates to pg. 13 in the “Neighborhood” section of the plan to include a map and description of the North Boulder Art District and a description of the Creative Campus.
- Update to pg. 15 and 17 in the “Employment and Retail Centers” section to include a new description for the Creative Campus in the Village Center and describe a revised vision for a broader range of uses and increased intensity.
- Updates to pg. 18 and 19 in the “Community Facilities List” to identify Creative Campus location.
- Revisions to pg. 34, the “Future Growth: Land Use” map, to apply Mixed-Use to the Creative Campus area.

As an additional clean-up item, the proposed amendment applies a Medium Density Residential land use category to the Ponderosa community in the Future Growth: Land Use map. The proposed change will make the Subcommunity Plan consistent with the

BVCP land use designation that was approved in association with the annexation and redevelopment of the community as a part of the [Ponderosa Community Stabilization project](#).

## **STAFF RECOMMENDATION**

### **Suggested Motion Language:**

1. Consideration of a motion to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum.

## **BOARD AND COMMISSION FEEDBACK**

Staff presented the proposed amendment to Planning Board on Tuesday, Aug 6. Key questions and comments, and the motion discussion are summarized below.

### **Key Questions/Comments**

- General Subcommunity Plan Comments
  - What is the relevance of subcommunity plans after certain amount of time? At some point, plans no longer seem to be forward-looking (because they are outdated and changes have happened in the subcommunities per the plan), but instead become reactive to what is happening. Is it worth spending the time and resources to amend old plans, or should they be retired to make space to create new plans? Staff responded that older subcommunity and area plans continue to provide valuable insight into community values and priorities of the time when they were created. They can also then serve as a basis for community conversations to re-affirm those values or explore if priorities have changed over time. Current staff capacity does not allow for a perpetual or regular update timeline to entirely revisit existing subcommunity and area plans, however, strategic amendments are important to incorporate when appropriate.
  - Consider revisiting timelines and updates to subcommunity plans during the BVCP major update process – they are important documents and reflect what community members want to see – but the method for reviewing and updating might need to be adjusted. Staff understands the desire to keep subcommunity and area plans up to date. The BVCP update will offer an opportunity to align any outstanding land use recommendations and other policies within subcommunity and area plans that are still relevant with the BVCP.
- North Boulder Subcommunity Plan

- Can the map and language be broadened to allow the Creative Campus to be located anywhere within the Art District? Staff responded that while this could be possible, it would require additional community outreach to confirm the district-wide approach. The engagement completed to date was focused on the specific location of the Creative Campus at the southwestern end of the Art District. Planning Board decided not to pursue a condition of approval related to this approach.
- Does the amendment prohibit other projects from being considered at this location? Staff responded that the proposed amendment was written to not preclude or prohibit other types of projects from being considered. In fact, the amendment adds more flexibility to the site by allowing a mix of uses rather than the current plan that allows only residential uses in the future.
- North Boulder Art District and Village Center should be considered holistically – for example, if a gateway is desired at the southern end of the Art District, ensure that land uses are matched on the west and east side of Broadway to support this as a vision.

### **Motion Discussion**

After questions and comments from the Board and public. Planning Board voted 5-0 to approve limited amendments to the North Boulder Subcommunity Plan to include a vision for a mixed-use creative campus in the Village Center area and update the land use description for the Ponderosa manufactured housing community as outlined in Attachment A to the staff memorandum. In addition, Planning Board approved the following conditions:

- That the Community Facilities map on page 18 and any associated text be updated with any facilities that have been completed to date.
  - 5-0 vote to approve
- That the Creative Campus boundary in the Village Center diagram on page 15 include the mixed-use area on the east side of Broadway.
  - 4-1 vote to approve

### **COMMUNITY FEEDBACK**

This amendment process falls within the Consult level of engagement based on the City’s engagement spectrum. The project team’s goals were to: ensure our community is aware of the process, ensure the most impacted stakeholders know how to participate in the public hearings, and gather and share any feedback with decision makers.

The project team has used four main channels to inform the community about the project:

- a postcard mailed to 760 property owners and renters with the [project website](#) address,
- a community meeting on June 1, 2024,
- the P&DS newsletter; and
- the [North Boulder Subcommunity Plan project website](#).

The project team held a community meeting on June 1, 2024, at the Shining Mountain Waldorf School in North Boulder. The meeting invitation was promoted through:

- a postcard mailed to 760 property owners and renters within 600 feet of the property (in English, Spanish and Nepali languages);
- the city’s Emergency Response Community Connectors living in Ponderosa and Boulder Meadows manufactured housing communities (e.g. flyers, word of mouth, text messages); and
- in person canvassing and emails sent to the eight businesses at 4401 and 4481 Broadway (located on the Creative Campus site).

Fifteen community members attended the meeting. The property owner and a BMOCA representative also attended.

Staff used the meeting as an opportunity to describe the city’s role in the subcommunity amendment process, to describe community members’ role in the process, and to answer questions and understand and or respond to any concerns. The meeting was particularly helpful in communicating the differences between this city-led amendment process and the future process related the Creative Campus redevelopment plans. Staff made it clear that the amendment is being proposed to ensure the NBSP aligns with the community’s vision moving forward. Staff also outlined the various ways for community members to be involved in proposed changes in their neighborhood.

All the community members’ questions during the meeting were related to the property owner’s future plans for the site and not the amendment to the Subcommunity Plan. The property owner answered those questions directly and, along with BMOCA, expressed a commitment to involve interested stakeholders, including current businesses, residents of Ponderosa manufactured housing community, and other neighbors in their design development process.

## **BACKGROUND**

**Creative Campus Concept Plan.** On [March 21, 2023](#), the Planning Board held a public hearing and reviewed and commented on the Creative Campus proposal. The Board generally expressed support for the proposed museum use and supported an update to the NBSP and a subsequent amendment to the BVCP land use designation on the site to facilitate rezoning of the property. Similarly, at the public hearing on [July 13, 2023](#), City Council requested that staff proceed with an amendment to the NBSP to clarify the intent for this area and make any necessary changes to the future land use map in the Subcommunity Plan.

**Subcommunity Plan.** The North Boulder area has evolved over the last 30 years from a largely rural area with a mix of residential and service or industrial uses to nodes of more urban mixed-use neighborhoods, guided by the North Boulder Subcommunity Plan. The NBSP sets forth the official vision for the future of the North Boulder subcommunity and is the basis for decisions regarding long-term changes in North Boulder.

**Surrounding Neighborhood Context.** Recent change in North Boulder has followed a neo-traditional development style with a fine-grained street pattern and with business

districts located within walking distance of residential areas. The Shining Mountain Waldorf School borders the Creative Campus on the south and west. A Site and Use Review was approved in 2019 to allow for phased consolidation and redevelopment of the school facilities and redevelopment of the portion of the property across Violet Ave from the Campus with a new high school building and 17 attached townhome units. Immediately northeast of the Campus, across Broadway, is the site of the North Boulder Branch Library, which commenced construction in 2023 and is expected to fully open by fall of 2024. Further north and across Broadway to the east is the Uptown Broadway mixed-use development.

North Boulder has also become a focal point for arts and creative industries in Boulder. The NoBo Art District was started in 2009, and official non-profit designation and recognition of the Art District by City Council occurred in 2017. The district encompasses the areas on Broadway north of Violet Avenue and all abutting properties.

**Creative Campus Character & Future Land Use Descriptions from the NBSP**

The geographic area where the Creative Campus is proposed has several overlapping recommendations coming from its neighborhood location, but also from its strategic location within the “Village Center” of the subcommunity along Broadway. As seen in Figure 1: Proposed Village Center Diagram, the Creative Campus (shown as red outline) is currently identified as a transition area between the Main Street Business and Adjacent Residential that should be:

- A transition area with residential and office uses, neighborhood-serving restaurants, and personal service uses in a pedestrian-oriented pattern with buildings located close to the street and parking in the rear.
  - A place where people can live and work within close proximity, possibly in the same building.

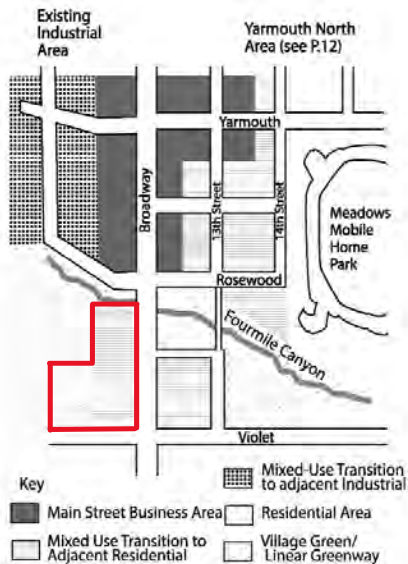


Figure 1: Village Center Diagram (pg. 15 of North Boulder Subcommunity Plan).

As seen in Figure 2: Future Growth: Land Use Map, the land uses applied to the area of the Creative Campus (shown in red outline) are currently identified as Medium and Low Density Residential.

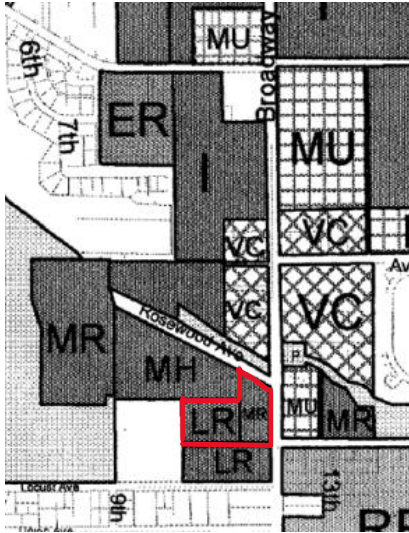


Figure 2: Future Growth: Land Use Map (pg. 34 of North Boulder Subcommunity Plan)

**Ponderosa Community Stabilization Project.** In 2017, the City of Boulder purchased the Ponderosa property, located adjacent to West Fourmile Canyon Creek, with plans to minimize displacement, preserve long-term affordability, replace outdated infrastructure, reduce flood risk to the community and introduce new energy-efficient affordable housing options. In 2019, a site plan with a land use change request, informed by inclusive community engagement, was approved and Ponderosa was annexed into the city. This approval initiated a BVCP Land Use Map change from Manufactured Housing to Medium Density Residential. See the [September 5, 2019 Planning Board Packet](#) for a detailed description of the site review, annexation and land use change request.

## ANALYSIS

- 1) *Is the proposed amendment to the North Boulder Subcommunity Plan aligned with the community’s vision for the subcommunity and the BVCP?*

The proposed amendment updates the recommendations for the character and future land use of the proposed Creative Campus area as well as updates the land use of the Ponderosa community in alignment with an adopted site plan as seen in Figure 3: Proposed Future Land Use Map.



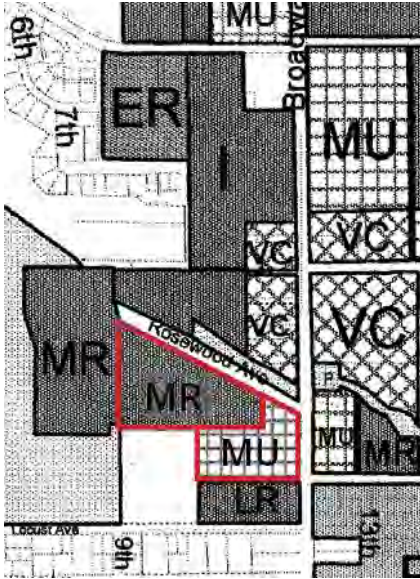


Figure 3: Proposed Future Land Use Map

The Creative Campus updates speak to an evolving community vision for North Boulder centered around the arts and is consistent with the intensity and density of redevelopment in the surrounding area. The amendment to the Ponderosa community is strictly a clean-up item. Typically, subcommunity plans set the vision for an area and updates to the BVCP Land Use Map are made to align with that vision. In the case of the Ponderosa community, modifications that aligned with community goals and the BVCP were made to the BVCP Land Use Map through a site review process, and this 2024 proposed amendment would reconcile the misalignment in land uses of the Ponderosa community between the NBSP and BVCP Land Use Map.

**NBSP Neighborhood Update**

The Creative Campus is located at the southern end of the North Boulder Art District, as seen in Figure 4: North Boulder Art District Map. The amendment will include a description of the NoBo Art District and the Creative Campus’s strategic location to act as a gateway to the district and a transition from nearby residential. It also expands on the vision for the Campus to include a range of uses and open space area.

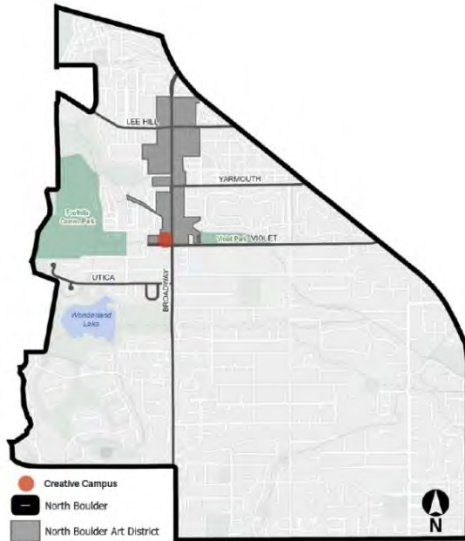


Figure 4: North Boulder Art District Map

**NBSP Employment and Retails Center Update**

This amendment proposes an updated description of the Creative Campus area to the Employment and Retails Center chapter of the NBSP. In addition to updating the Village Center Diagram as seen in Figure 5: Proposed Village Center Diagram, the amendment proposes additional language for the Campus area that describes a higher level of intensity to create a lively, mixed-use anchor destination for the community and the NoBo Art District.

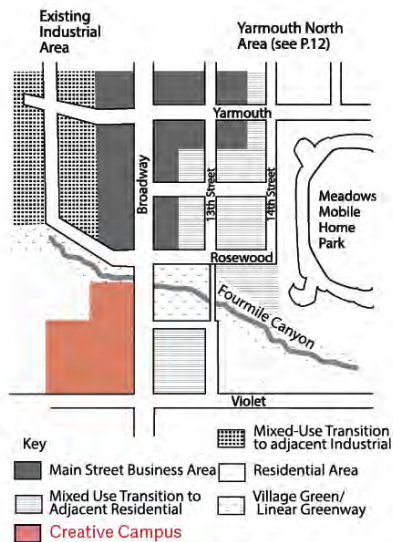


Figure 5: Proposed Village Center Diagram

**NBSP Community Facilities List**

The amendment also proposes adding a brief description to the Community Facilities list to include the Creative Campus. The intention is to offer an additional geographic

recommendation to meet the goal of providing a complementary, pedestrian-oriented mix of public and private facilities in the area.

### **Creative Campus Land Use Update**

The proposed updated vision for the Creative Campus introduces a range of uses that could include housing, retail, light industrial/manufacturing, art studios, a museum, and community open space. This amendment applies a more flexible future use category of Mixed Use to the Creative Campus area. Mixed Use will allow the types of uses and intensity to support a Creative Campus and is also consistent with the density of new development surrounding the site.

### **Ponderosa Community Amended Land Use**

The other land use modification in the proposed amendment is to align the NBSP with the BVCP Land Use Map. The amendment proposes Medium Density Residential for the Ponderosa Community in support of the ongoing Ponderosa Community Stabilization Project and is strictly a cleanup item.

### **BVCP Alignment**

The amendment to the Subcommunity plan is generally supported by the community and consistent with the following BVCP policies:

- 2.03 Compact Development Pattern
- 2.09 Neighborhoods as Building Blocks
- 2.14 Mix of Complementary Land Uses
- 2.17 Variety of Centers
- 2.33 Sensitive Infill & Redevelopment
- 5.10 Role of Arts, Cultural, Historic & Parks & Recreational Amenities
- 7.07 Mixture of Housing Types
- 8.17 Support for Community Facilities
- 8.21 Arts & Cultural Facilities
- 8.22 The Arts & Community Culture

The North Boulder Subcommunity Plan's policies remain applicable and the amendment expands on the plan's commitment to a mixture of housing types, support for community facilities, and especially strengthens the role of art within the area as specifically encouraged by several BVCP policies. Per BVCP Policies 2.14 and 2.33, the amendment introduces infill development with a variety of complementary uses to the Main Street Business Area and acts as a transition to nearby residential. The Creative Campus is also meant to serve as a community entryway to the NoBo Art District with a distinct sense of arrival. The amendment reinforces that the area should not be a singular residential use, but rather a compact and mixed-use hub for arts and culture with opportunities to live and work in the same building that is more appropriate for a gateway location along Broadway.

### **NEXT STEPS**

If Council approves the North Boulder Subcommunity Plan amendment, staff will make the proposed changes and update the Subcommunity Plan document available on the

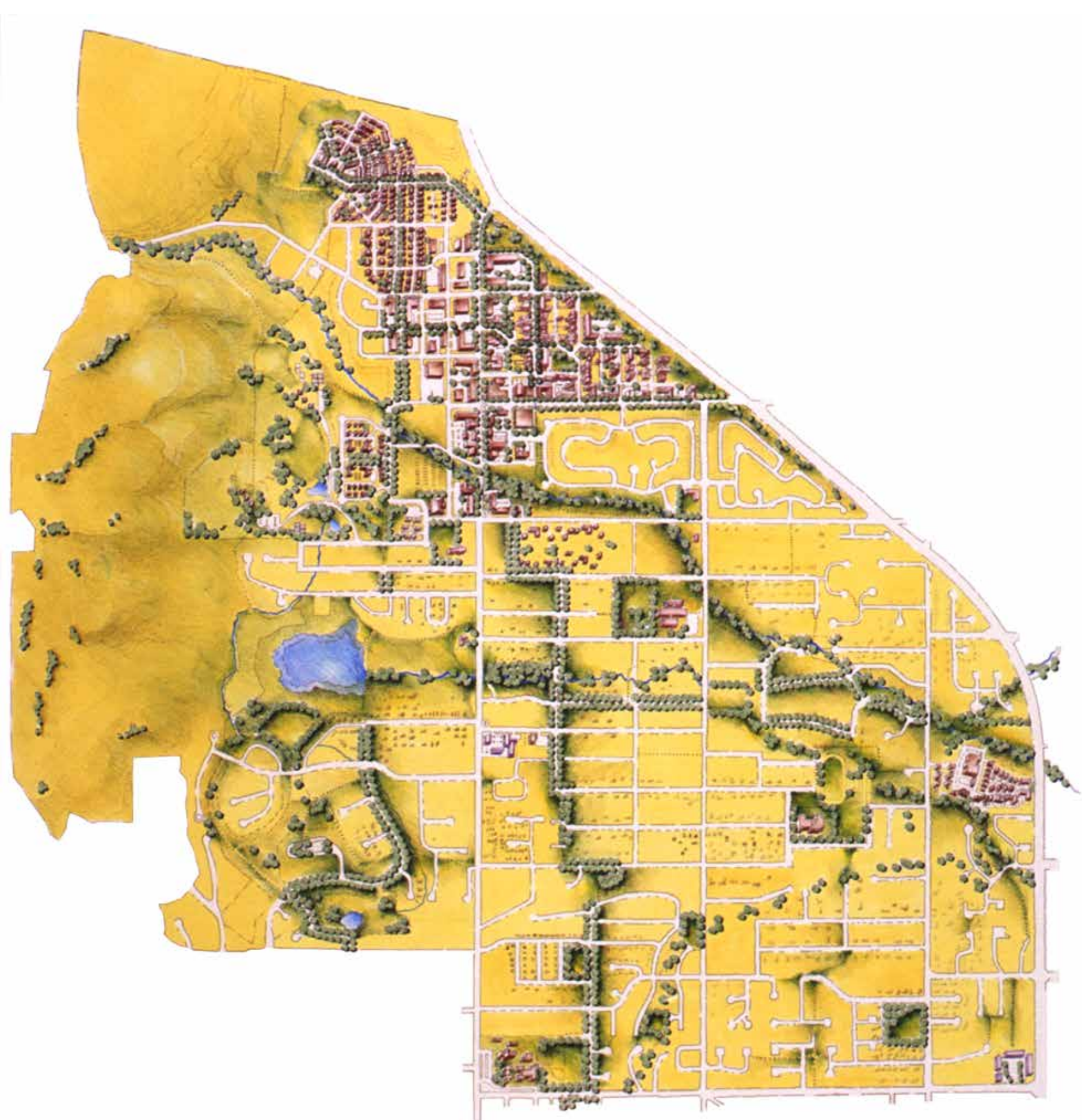
city’s website. Changes to the BVCP Land Use Map related to the Creative Campus would be addressed through future development review or the forthcoming Comprehensive Plan major update process.

**ATTACHMENT(S)**

A – North Boulder Subcommunity Plan – Proposed Amendment 2024

# NORTH BOULDER SUBCOMMUNITY PLAN

adopted 1995  
amended 1996, 1997, 2020 and 2024



*This drawing represents a summary characterization based upon the concepts and objectives of the Subcommunity Plan. It is not a specific development proposal, but is one possible scenario which meets the intent of the overall Plan.*

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**Appendices** (available upon request at the Planning Department,  
 1739 Broadway, 441-3270)

- A Implementation Chart Summary
- B List of Transportation Recommendations & Estimated Costs
- C Steering Committee Minority Reports
- D Transportation Studies
- E Fourmile Canyon Creek and Wonderland Creek Study
- F Charrette Summary
- G Projected Revenues and Costs

# ACKNOWLEDGEMENTS

Prepared by: City of Boulder Department of Community Design, Planning and Development

**Special thanks to the people listed below and the hundreds of participants who donated their time and ideas throughout the North Boulder planning process.**

**North Boulder Steering Committee Members**

*Chairs:* Mary Kennedy Bulick, Ed Byrne, and Matt Finberg  
*Facilitator:* Judith Gass

- Tom Bache-Wigg, Quail Circle neighborhood
- Jennifer Callaway, Centennial Meadows neighborhood
- Pete Conis, North Boulder Liquor/ Resident
- Christine Correa, Norwood neighborhood
- Angie Dorsey, 6th Street/Locust Pl. neighborhood
- Larry Elmore, Kalmia Meadows neighborhood
- Rick Epstein (Planning Board representative)
- Nadir Ghadimi, Property owner/Resident
- John Griffin, Githen's Acres neighborhood
- Mike Hart, Carolyn Heights neighborhood
- Jim Hellie, Elks Club
- Dale Hutchings, Silco Oil
- Lynn Kleinman (North Foothills representative)
- Rick Koopman, Property owner/Resident
- Arlan Lazere, Centennial neighborhood
- Jim Leach, Wonderland Meadows/Hills neighborhood
- Charles Manlove (Planning Board representative)
- Denise Maslanka, Northbriar neighborhood
- Rich McCabe, Property owner
- Bill McClintock (Palo Park representative)
- JJ McMurtry, Ponderosa neighborhood
- Dick Montague, Iris & Linden neighborhood
- Paul Morris, property owner
- Lisa Morzel, 19th and Poplar neighborhood
- Leo Palmos, property owner
- Peggy Pilcher, 19th and Upland neighborhood
- Milan Pipersky, 15th & Redwood neighborhood
- Katy Press, property owner
- Sally Ann Rhea, North 26th Street neighborhood
- Richard Roth, 19th & Oak neighborhood
- Rik Rydlun, 15th & Violet/Crestview neighborhood
- Cary Sarlo, Winding Trail neighborhood
- Karyn Spratt, Utica/Union neighborhood
- Phillip Tabb (Central Boulder representative)
- Jay Jacobsen, property owner
- Tom Van Zandt (City-wide representative)
- Ray Weitzel, Boulder Meadows neighborhood
- Jay Wolkowisky, property owner

**Active Steering Committee Alternates**

- Nancy Bonner, Winding Trail neighborhood
- Chris Brown, Crestview neighborhood
- EllieReed Koppe (North Foothills representative)
- Jim Young, Northbriar neighborhood
- Ann Michelle Wand, 19th and Upland neighborhood

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 Joe Mantione  
 Susan Osborne  
 Fay Ignatowski  
 Beverly Johnson  
 Stuart Grogan  
 Laura Haertling, Design  
 Terry Stonich, GIS  
 Ray Kramer, Urban Design

*Boulder Urban Renewal Authority :* Brad Power

*City Attorney's Office:* Jane Greenfield

*Environmental Affairs:* Alison Peters

*Finance Department:* Tom Hagerty

*Fire Department:* Larry Donner

*Housing and Human Services Department:*  
 Kathy McCormick and Cindy Pieropan

*Library Department:* Susan Hartman

*Neighborhood Assistance:* Molly Dessonsville

*Open Space/Real Estate:* Delani Wheeler

*Parks and Recreation Department:*  
 Ken Ramsey, Cate Bradley, and Caryn Stinson

*Police Department:* Virginia Lucy

*Public Works Department:*  
 Mike Gardner-Sweeney, Transportation  
 Sharon Alexander, GO Boulder  
 John Hinkelman, Development and Inspection Service  
 Alex May, Transportation  
 Chris Rudkin, Water Quality  
 Rod Rindal, Transportation  
 Alan Taylor, Development Inspection Services  
 Phil Weisbach, Transportation

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*Boulder County Transportation:*  
 Bruce Johnson and Mike Thomas

*Boulder County Land Use:* Nan Johnson

*Boulder Valley School District:* Don Orr

**Consultants**

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- Dan Cary
- Marice' Chael
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- Robert Gray
- Elizabeth Guyton
- Ross Halle
- Joseph Kohl
- Erik Vogt

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- Mary Dewing
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- Chris Sutterfield

*Eileen Byrne Associates:* Eileen Byrne

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**Document Design**

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**Text**

Fay Ignatowski, Ruth McHeyser, Peter Pollock,  
 Beverly Johnson

# 1 EXECUTIVE SUMMARY

This Plan sets forth the official vision for the future of the North Boulder Subcommunity. It represents the work of many dedicated citizens, decision-makers, City staff, and project consultants. It provides the basis for decisions about the long-term development and preservation of North Boulder and lists specific actions to be carried out by the City, other public agencies, and the private sector in the coming years. The Plan was adopted by Planning Board on August 31, 1995 and City Council on August 29, 1995, and subsequently amended by Planning Board and City Council in 1996, 1997, 2020 and 2024. **2024 amendments are in red.**

## *As described in the Boulder Valley Comprehensive Plan (BVCP), this plan seeks to:*

- ◆ Evaluate the potential build-out of the subcommunity based on existing zoning, BVCP land use designations, and the desired future of the subcommunity.
- ◆ Develop techniques to provide stability in existing neighborhoods.
- ◆ Compile information to aid in the understanding of the subcommunity.
- ◆ Identify those elements that create subcommunity character.
- ◆ Include BVCP elements which affect the entire subcommunity.
- ◆ Integrate the details, patterns and vision into an illustrated subcommunity plan.
- ◆ Establish the approach and schedule for implementing the subcommunity plan.

## *The primary concepts in the Plan are:*

- ◆ **A reduction in the total amount of growth that had been earlier projected for the subcommunity** in order to meet the Integrated Planning Project (IPP) population target and not over-burden the public infrastructure (e.g., accommodate vehicular traffic without widening any roads).
- ◆ **Methods to strengthen the established residential and service industrial areas, including:**
  - Maintenance of the existing zoning in established residential neighborhoods.
  - Preservation of the rural character in certain areas within the County enclaves.
  - Revisions to the city's industrial zoning to insure preservation of the existing service industrial uses.
  - New pedestrian and bicycle connections that will connect "missing links" in the overall bicycle/ pedestrian network and improve access and safety to schools and other centers.
- ◆ **An improved land use pattern in new areas, including:**
  - A village center with a traditional main street character and a mix of uses, as the symbolic "heart" of the subcommunity.
  - Land uses adjacent to the village center that provide appropriate transitions to the surrounding areas.
  - New "live/ work" areas close to the village center where people can live, work, shop, and recreate within close proximity.
  - New mixed density, mixed income housing neighborhoods with good connections to parks, shops, office, and civic uses.
- ◆ **An integrated network of parks (large and small) and a weaving of open space into the urban environment:**
  - A Community Park west of Broadway north of Locust.
  - Neighborhood parks where new neighborhoods are planned.
  - A village green at the village center, along Fourmile Canyon Creek.
  - Greenways along Fourmile Canyon Creek and Wonderland Creek.
  - A gateway to the city at the US 36 and Broadway intersection.
  - A continuous buffer along US 36 from the gateway south to Yarmouth.
- ◆ **New community and civic attractions, including:**
  - A branch library in the village center.
  - A day care center and branch post office in the village center.
  - Public schools located in North Boulder and just outside the subcommunity to relieve overcrowding at existing schools, provide a center for new neighborhoods, and encourage children to walk or bike to school.
  - Transit centers at the village center, North Boulder shops, and the County Complex to make transportation by bus more desirable.
  - **A creative campus as a hub for the North Boulder Art District.**
- ◆ **An emphasis on design quality and improved site design in new areas, including:**
  - A connected street system with short, walkable blocks.
  - Beautiful, tree-lined streets that are pleasant for all modes of travel.
  - Well-placed pedestrian and bicycle trails that connect to neighborhood amenities and make neighborhoods more walkable and interesting.
  - Buildings, front doors, or front yards facing the street, rather than parking lots, back yards, or garages.
  - Compatible land uses facing one another across streets.
- ◆ **Preservation and enhancement of Fourmile Canyon Creek, Wonderland Creek, and Silver Lake and Farmer's Ditches** to provide important environmental, urban shaping, and bicycle/ pedestrian transportation functions. These waterways and channels will not be covered or further channelized.

## City-wide Goals

*These City-wide goals were established by Planning Board and City Council at the outset of the project and form the foundation of the recommendations. They were taken from the Boulder Valley Comprehensive Plan and the 1993 Integrated Planning (IPP) goals and action items.*

### NEIGHBORHOODS

- ◆ Strengthen and support existing neighborhoods. Issues include:
  - appropriate adjacent land uses
  - needed capital improvements
  - character preservation through new regulations or design guidelines.
- ◆ Design new neighborhoods with the following in mind:
  - the need for more affordable housing
  - walking distance to transit and park facilities
  - connections to existing and future pedestrian and bike path systems
  - the scale and positive architectural attributes of adjacent housing.
- ◆ Ensure that the overall subcommunity contains a diversity of housing types, sizes and costs.

### CHARACTER FEATURES

- ◆ Respect the historic, aesthetic and environmental significance of such amenities as views, open space, creeks, irrigation ditches, and distinctive topography; centers, connections and new development should preserve and enhance these important elements of neighborhood character.
- ◆ Design a stronger entry/gateway to the City at Broadway and U.S. 36.
- ◆ Being realistic about funding sources, seek to acquire or preserve more urban open space and urban parks in the subcommunity.

### CENTERS

- ◆ Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.
- ◆ Design neighborhood and subcommunity centers to foster a sense of community by creating vibrant people/activity places. This includes: ease of access, safety, and appropriate scale.

### CONNECTIONS

- ◆ Encourage walking, biking, and transit by providing safe, comfortable and convenient connections.
- ◆ Explore possible locations for future transit center(s) and methods to calm traffic speeds.

### FUTURE GROWTH

- ◆ Determine what portion of residential and commercial development will occur in North Boulder in light of the city-wide population and jobs-housing balance targets.
- ◆ Determine what land uses and scale of development or redevelopment is appropriate on potential growth sites in North Boulder.
- ◆ Coordinate these determinations with the 1995 update to the Boulder Valley Comprehensive Plan Land Use Designation Map.

## Steering Committee Vision Statement

The Vision Statement was developed by the North Boulder Steering Committee. It describes the ideal picture of North Boulder in the future. The recommendation and action plans outlined in the plan are intended to result in this vision:

- A beautiful, diverse, inclusive and adaptive community that sustains itself in a healthy state of perpetual novelty.
- To achieve its vision, the city, North Boulder residents, property owners, business owners, and developers will work together to:
- ◆ Find and pursue opportunities to improve, enhance, and make our surroundings more beautiful and visually delightful.
  - ◆ Promote and build diversity in housing, workplaces, and play places throughout our community.
  - ◆ Preserve and enhance the existing diversity and character of North Boulder's neighborhoods.
  - ◆ Preserve and reinforce important views and open spaces.
  - ◆ Provide safe and enjoyable pedestrian and bike paths, and transit facilities.
  - ◆ Create a center for the community with a mixture of retail, housing, civic and park uses.
  - ◆ Include all points of view regardless of age, sex, race, beliefs, resources, or skills in determining and steering toward the future of our community.
  - ◆ Be alert, ready and willing to embrace change in order to move closer to realizing our community vision.
  - ◆ Recognize the interconnectedness of all aspects of our community's environment in including plants, trees, animals, rocks, water, hills, birds and people alike.
  - ◆ Improve and reinforce opportunities for all members of our community.
  - ◆ Create and preserve environments which promote sound and robust physical, mental, emotional, spiritual, economic, and artistic health in our community.
  - ◆ Create a sustainable environment for future generations.
  - ◆ Our community will constantly move its vision. So doing, it is ever improving, ever evolving, and involving its members.

### Attachment A - North Boulder Subcommunity Plan – Proposed Amendment 2024 How The Plan is organized:

- ◆ This section summarizes the City-wide goals and key concepts of the Subcommunity Plan.
- ◆ Sections 2 - 4 provide background information on North Boulder, the overall planning process, and the relationship of this Plan to other City plans.
- ◆ Sections 5 - 11 contain the goals and recommendations for:
  - New development and redevelopment in residential and mixed-use areas (section 5);
  - New development and redevelopment in mixed-use commercial and industrial areas (section 6);
  - Existing and proposed community facilities (section 7);
  - Pedestrian, bicycle, transit, and street improvements (section 8);
  - Open space and natural resource protection in North Boulder (section 9);
  - Parks and urban open lands in North Boulder (section 10); and
  - Future growth in North Boulder (section 11).
- ◆ Illustrative sketches in sections 5 and 6 characterize the concepts in the Plan and are meant to show one of the possible scenarios which meets the development guidelines of that section.
- ◆ The Action Plans at the end of sections 5 - 11 summarize the steps that will be undertaken by the public sector to implement the Plan.

### Plan Compliance and Updates:

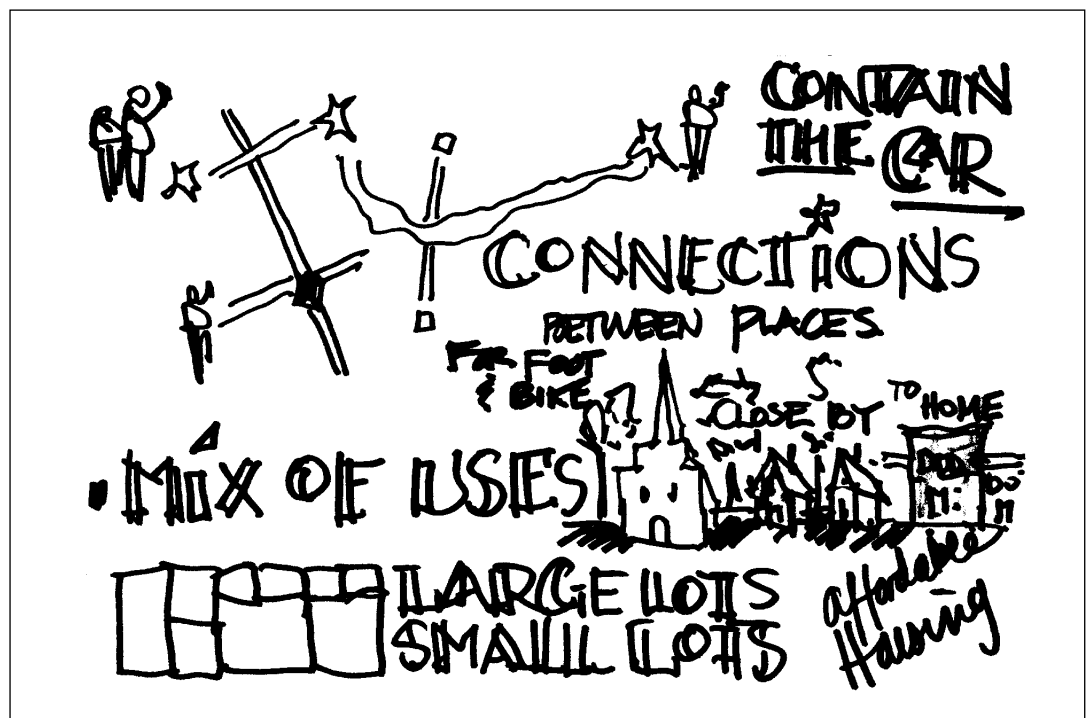
The North Boulder Subcommunity Plan has been adopted by Planning Board and City Council and is summarized in the BVCP. Public and private sector projects in North Boulder should comply with the goals and recommendations in this Plan. The BVCP states that it is anticipated that subcommunity plans will be revised every five years, updated as needed, and monitored annually.

### Plan Amendments

In 1996 and 1997 Planning Board and City Council held three public hearings each to consider amendments to the Plan. The Planning Board hearings were held on the following dates: March 14, 1996, March 20, 1997, and May 8, 1997. The City Council hearings were held on the following dates: July 16, 1996, April 22, 1997, and June 4, 1997. The Plan amendments are reflected in this document.

The Streetscape Plan for North Broadway was amended in 2020 following a several-year long public process. Public hearings were held with Planning Board Nov. 5, 2020 and City Council Nov. 17, 2020.

The Union-Utica Neighborhood, Employment and Retail Centers, Community Facilities and Future Growth: Land Use Map sections were updated in 2024 following a public process to clarify plan recommendations for the location of Mixed Use areas and add information related to a future creative campus for the North Boulder Art District. Public hearings were held with Planning Board August 6, 2024 and City Council August 15, 2024



This sketch, done by a participant at the charrette, captures the essence of some of the key issues in the Plan



# 2 INTRODUCTION

## PURPOSE

The purpose of the North Boulder Subcommunity Plan is to preserve the positive aspects of the subcommunity and ensure that future changes are beneficial both to subcommunity citizens and to the City as a whole. The Plan will serve over time to communicate to City departments, City Council, Planning Board and other boards, residents, landowners, developers, and others the expectations about the future of North Boulder. It provides direction for future development and additional public facilities in North Boulder, as well as direction for preservation of existing characteristics valued by the citizens. The Plan will influence the content and character of future development proposals and aid the City in planning capital improvements and public services and programs.

## RELATIONSHIP TO OTHER CITY PLANS AND PROCESSES

### Comprehensive Plan

The Boulder Valley Comprehensive Plan (BVCP) establishes the context for the more detailed planning of an area which occurs in subcommunity planning, and describes the subcommunity boundaries, purpose, and adoption process.

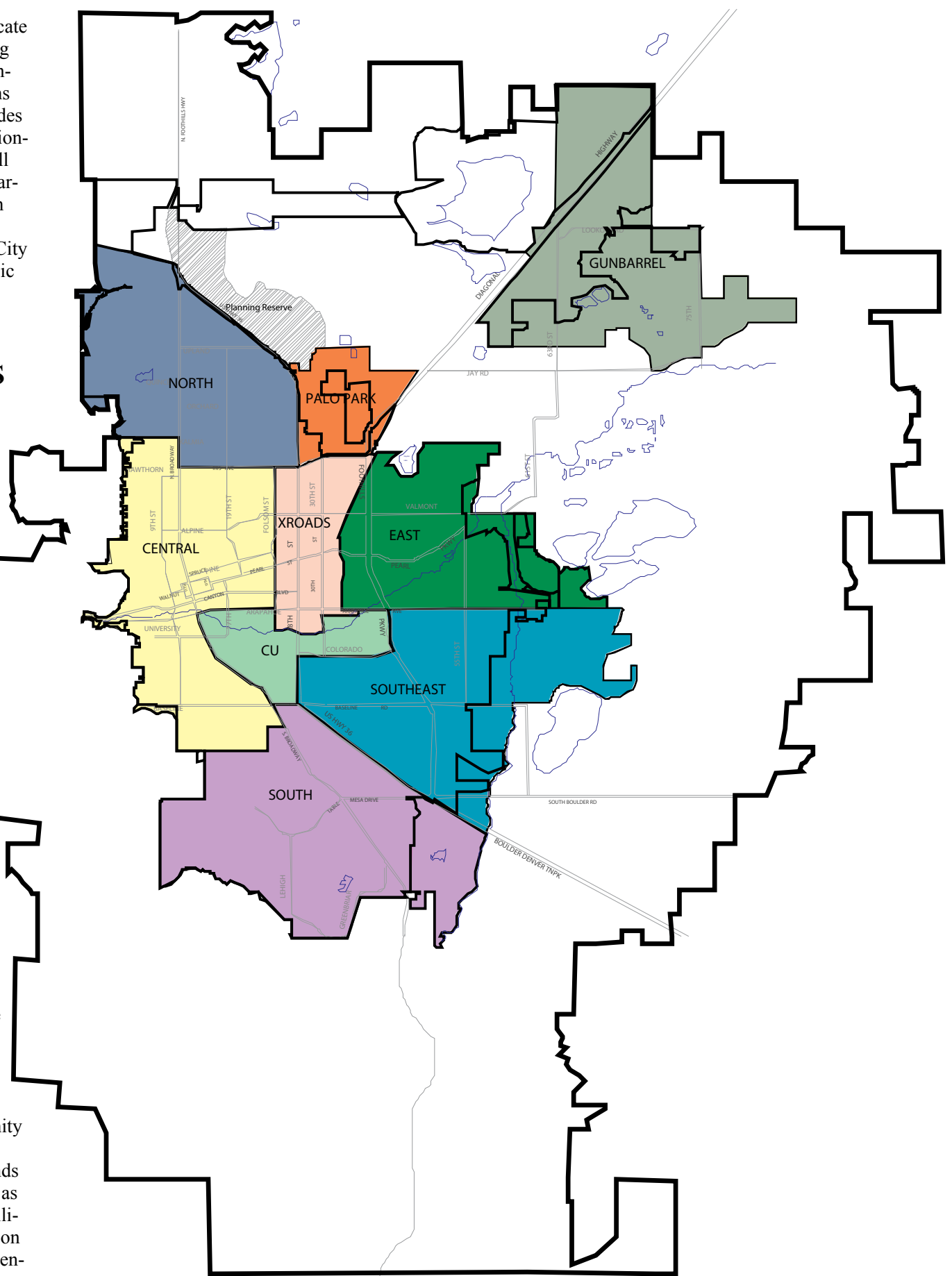
In relation to the BVCP, the North Boulder Subcommunity Plan seeks to: implement BVCP goals; identify areas where existing zoning and land use designations do not support BVCP goals; and resolve BVCP goals that are in conflict with subcommunity needs. A summary of the North Boulder Subcommunity Plan will be incorporated into the BVCP.

### City Master Plans

City departmental Master Plans are developed by City departments (in conjunction with the public) to address future public improvements city-wide. Master Plans are adopted by City Council and form the basis for the Capital Improvements Program (CIP), which lists the City's public improvement schedule for the coming six years. The North Boulder Subcommunity Plan makes recommendations for ways to carry out Master Plan goals and recommends specific locations for public facilities such as parks, a library, and pedestrian/bicycle facilities. These recommendations are based upon adopted Master Plan standards, or recommendations in Master Plans which were being developed at the same time as the North Boulder Subcommunity Plan.

### Site Review and Use Review

Site and Use Reviews are City processes to review developments that are over a certain parcel or building size; involve variations from minimum code requirements such as height, open space, or landscaping; or involve certain uses. The purpose of these review processes is to allow the community to review the characteristics of proposed developments to ensure that they will contribute positively to the quality of the community and minimize negative impacts to the surrounding area. North Boulder projects going through Site or Use review are subject to conformance with the North Boulder Subcommunity Plan.



*This map shows the Boulder Valley Comprehensive Planning Area, and the nine subcommunities within the Boulder Service Area (the City proper plus adjacent land in the County that is eligible to receive City services). Subcommunity planning builds the bridge between the broad goals of the BVCP and site-specific decisions about individual development proposals and public (capital) improvements. North Boulder is the first subcommunity to complete a subcommunity plan.*

*North Boulder forms the northwestern most edge of the City, and urban development is not anticipated in adjacent areas, at least for the 15-year planning period of the BVCP. Land to the north and west is City-owned open space, part of the natural area and greenbelt system encircling the City; the area to the northeast is land in the County, designated as Area III, not planned to accommodate urban development within the BVCP planning period.*

# NORTH BOULDER PROCESS

## PHASE ONE

Data Collection & Issue Identification

Fall, 1992

- ◆ Interdepartmental City Staff
- ◆ Resident, Property, Business Owner Input:
  - surveys
  - hotline comments
  - community workshops
- ◆ Design Consultants (Design Workshop)

## PHASE TWO

North Boulder Subcommunity Planning work suspended to address city-wide issues (IPP)

March, 1993

INTEGRATED PLANNING PROCESS  
City-wide process; established goals & action items related to transportation, housing, land use, the economy, community design and the environment.

## PHASE THREE

Development of the Recommendations by North Boulder Steering Committee

September, 1994

- ◆ Goal setting, work program adoption by Planning Bd & City Council
- ◆ Community-wide participation in design charrette & workshops
- ◆ North Boulder Steering Committee appointed by Planning Board
- ◆ Interdepartmental Staff
- ◆ School District Staff
- ◆ County Staff
- ◆ Design Consultants (Design Workshop & Dover, Kohl, & Partners)

Development of Plan by City Staff

January, 1995

## PHASE FOUR

Public Review & Comment

March & April, 1995

- ◆ Planning Board/ City Council study sessions
- ◆ Open houses
- ◆ Boards & Commissions public hearings

## PHASE FIVE

Final Decision/ Plan Adoption

May - August 1995

- ◆ Planning Board public hearings and decision
- ◆ City Council public hearings and decision
  - staff presentation & recommendation
  - boards' & commissions' recommendations
  - citizen comments

# PLANNING PROCESS

## Participation

The North Boulder Subcommunity planning process relied heavily upon the participation of people with differing interests and viewpoints. Because of North Boulder's size--approximately 10,000 residents, 350 business owners, and 2300 acres-- and the complexity of issues, bringing together these diverse "stakeholders" did not result in consensus on every issue. It did, however, result in a sharpened understanding of the complexity and relationship of issues and implications to the larger community, and many creative ideas for North Boulder's future.

Participation took the form of community workshops, a design charrette, a steering committee, open houses, a telephone hotline, and four surveys. A series of six newsletters was sent to North Boulder residents, business owners, and property owners throughout the process.

## Plan Development

The overall planning process is summarized on the left. Phase one of the process focused on identifying issues and collecting and sharing information. City Council suspended work on the Plan at the end of this phase and initiated the Integrated Planning Project (IPP) process to address city-wide issues related to transportation, housing, land use, the economy, community design, and the environment-- areas which were certain to have a direct bearing on the North Boulder Plan.

After Council adopted IPP goals and action items, the North Boulder Subcommunity Planning Project was re-initiated. The urban design firm of Dover, Kohl, and Partners of South Miami, Florida, was hired in conjunction with the landscape architecture firm of Design Workshop of Denver to help with the project. A kick-off picnic was held in April, 1994, and soon after, Dover, Kohl, and Partners orchestrated a 3-day intensive community workshop, or design charrette, which generated design solutions to the concerns voiced by citizens and to the challenges put forth by IPP.

Planning Board appointed 42 members to the North Boulder Steering Committee -- residents of North Boulder and surrounding subcommunities, property and business owners. The Committee worked to determine how they wished the subcommunity to change or remain in the future. It was charged with critiquing the charrette concepts against the subcommunity planning goals and recommending plan refinements or alternatives to Planning Board and City Council. The Committee met weekly throughout the summer of 1994 and collaborated intensively with City staff and consultants to agree upon appropriate solutions to the future challenges of the subcommunity. Subgroups were created to focus on specific issues and areas.

In mid-June, 1994, a public forum and workshop was held to update citizens on the Steering Committee's review of the charrette concepts and make amendments to the charrette plan. For four days, Dover, Kohl and Partners conducted focused work sessions for key sites. The Steering Committee continued to refine the work done for these areas.

## Steering Committee Recommendations

By the end of summer 1994, the Steering Committee concluded its discussions and compiled its recommendations into a draft Subcommunity Plan document, which was widely distributed for comment. The Steering Committee (see list on the inside cover) developed consensus\* on the following aspects of the plan: a vision statement (see page 2); policies, or principles, to guide decisions about future changes in North Boulder; plans for future pedestrian, bike, and auto connections; and development guidelines for key vacant/ redevelopment sites in North Boulder.

The Steering Committee did not develop consensus on the most controversial aspect of the plan: recommendations for future growth.

\* The committee defined consensus as agreement among at least 75% of voting members present at the time of voting.

## Staff Recommendations

In early 1995, city staff prepared a public review draft Plan based upon the following: 1) Steering Committee recommendations; 2) study sessions with Planning Board and City Council; 3) public comments on the Steering Committee's draft Plan; and 4) coordination with the BVCP update project. For the most part, staff agreed with the Steering Committee's recommendations and sought only to refine their work and develop recommendations where the Committee did not reach consensus.

Two areas where the public review draft differed from the Steering Committee recommendations were: 1) recommendations for east-west connections; and 2) recommendations for street and path connections in the Lee Hill Rd. area. Whereas the Steering Committee recommended opening all east-west streets in the established residential area, the public review draft plan recommended focusing first on bicycle/ pedestrian and school transportation improvements, then monitoring the effects of the improvements and evaluating whether to open new and existing streets in five years (see p. 22). For the Lee Hill Rd. area, the Steering Committee recommended modifications to the adopted North Boulder Infrastructure Plan to reduce through-auto connections (eliminating some proposed streets), and the public review draft plan recommended that the previously approved streets be incorporated into the Plan (see p. 25).

## Public Hearings and Adoption

In May and June of 1995, Planning Board and City Council held public hearings in consideration of the public review draft Plan. Planning Board approved the draft Plan with modifications, refining many aspects of it, including the concepts for the Village Center and Yarmouth north areas. City Council approved the draft Plan with further modifications. It was formally adopted by Planning Board on August 31, and City Council on August 29, 1995.



A 3-day round-the-clock workshop, or charrette, was held in May, 1994 to generate creative solutions and visionary designs for North Boulder. Participants included residents, business and property owners, design consultants, and staff from the City, County and Boulder Valley School District. The charrette results were critiqued by the North Boulder Steering Committee, and refined into a draft plan. For more information on the charrette and its outcomes, see Appendix F.

# 3 HISTORY

Prior to World War II, North Boulder was predominantly agricultural, consisting of cropland and cattle grazing. Two ditches flowing northward through the area, Farmer's and Silver Lake ditches, provided irrigation. Mesa Park Reservoir, now Wonderland Lake, was created about 1905. Starting in 1893, the area north of Linden and west of Broadway was ranched by one of Boulder's most active pioneers, James P. Maxwell. Originally from Wisconsin, he moved to Boulder in 1870 and served as a Colorado State senator, State Engineer, mayor of Boulder, and president of the First National Bank of Boulder. He was involved in many development projects in the County also, including real estate and surveying, irrigation development, road building and cattle raising.

His sons continued the cattle ranching after their father died in 1929. Twenty acres northeast of Broadway and Iris were owned by the Wolfs, who developed a large apple orchard. A slaughterhouse was located south of Farmer's Ditch just east of 19th Street. One of the owners operated a meat store at 1425 Pearl Street.

Most of North Boulder north of Norwood, as well as lands to the northeast, were subdivided around 1910 as part of Wellington Gardens, which was more than four square miles. Much of the land was under alfalfa cultivation, and the subdivision was planned as irrigated fruit and garden tracts. Wellington Terrace was laid out in a more typically residential manner with smaller lots. In 1918, the Boulder County Hospital and Poor Farm relocated to the Wolf's twenty-acre property. The institution used the original Wolf residence and constructed additions and new buildings. The facility functioned until 1962 and was subsequently used by the Boulder County Health Department and other governmental agencies. The Mission style building still stands in the center of the County Complex at Iris and Broadway.

The commercial strip along Broadway emerged after World War II. Maxwell Reservoir, a City water distribution facility, west of Maxwell Hill, was completed in 1953. The first annexation to the City of land north of Iris Avenue was in 1954. Large pieces of the North Boulder were annexed in 1957, 1959, 1978, and 1990. In 1966, there was a movement in North Boulder to incorporate the area as a separate town. Over 150 property owners signed a petition calling for an incorporation election. A couple months later, a new state statute passed, prohibiting incorporation of a municipality within one mile of an existing municipality. The petition was thrown out of court; North Boulder residents appealed the case to the Colorado Supreme Court, but the attempt to secede failed.

Appleridge Park, north of Norwood, east of Broadway, was approved in 1968 as the city's first Planned Residential Development, predecessor to the current Planned Unit Development program. This type of development seeks to create a uniquely designed residential neighborhood; the developer negotiates with the City to

deviate from subdivision standards. Wonderland Hill followed soon after, as a series of PUD plans that were approved and built starting in 1973 and continuing through the 70's and 80's. It was the first residential development to include a village center, albeit a small one.

Open space purchases have preserved and defined much of the character of North Boulder Subcommunity. Boulder's first open space purchase was the 227-acre Erni property on the Dakota Ridge, west of Wonderland Lake, in November 1967, immediately following the first open space sales tax election. The environs of Wonderland Lake and Wonderland Creek west of Broadway were preserved through a series of acquisitions from 1972 through 1983. Additional significant purchases along Fourmile Creek, the Dakota Ridge and the foothills backdrop have resulted in the preservation of over 970 acres within North Boulder Subcommunity, framing other land uses west of Broadway.

Open space trails in this area are some of Boulder's most popular. From May 1992 to June 1993, over 203,000 visitors accessed the open space system south of Lee Hill Road. Over time the character of passive recreational uses here have expanded from the traditional hiking and nature observation to running, bicycling and hang-gliding. During the same period of time, visitation to the open space north of Lee Hill Road and continuing northeast through the Boulder Valley Ranch toward Boulder Reservoir was approximately 88,000. It is anticipated that visitation in this area will increase dramatically with future development in the subcommunity and surrounding County.



William W. and Anna J. Wolf home and surrounding orchard in 1896.

Source: Dyni, "History of the Boulder County Poor Farm and Hospital". Photo courtesy of the Carnegie Branch Library for Local History.

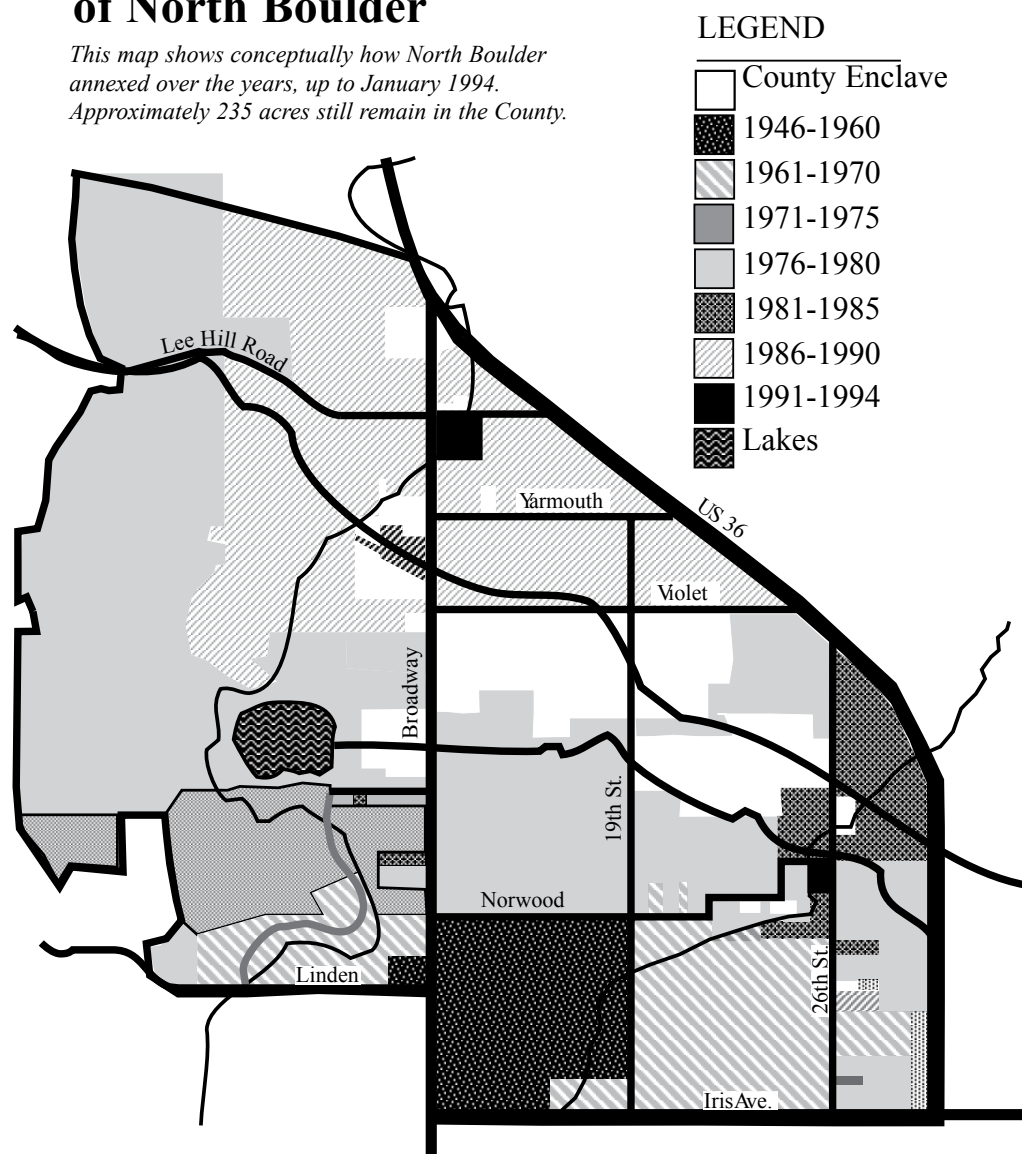


The same site c. 1941. The Wolfs sold their property at a reduced rate to the Boulder County Hospital and Poor Farm. The mission style hospital building still stands in the Boulder County Complex at Iris and Broadway, but the original Wolf farm house was demolished in 1962.

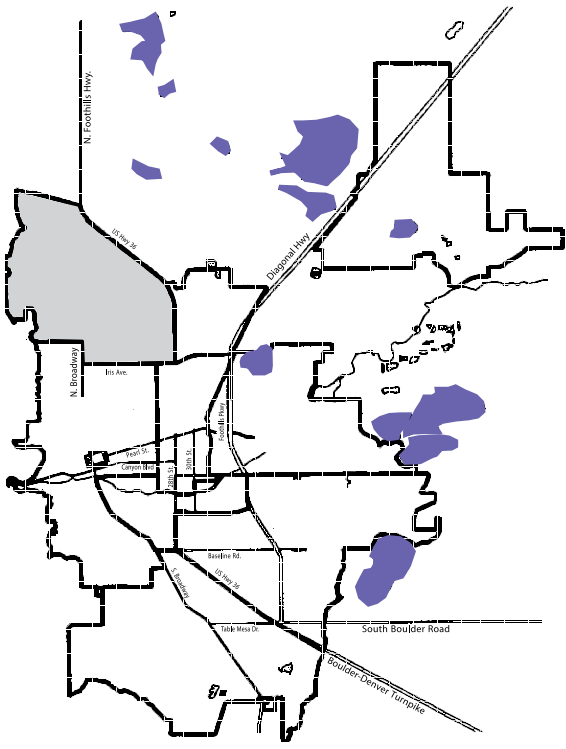
Source: Dyni, "History of the Boulder County Poor Farm and Hospital". Photo courtesy of the Carnegie Branch Library for Local History.

## Annexation History of North Boulder

This map shows conceptually how North Boulder annexed over the years, up to January 1994. Approximately 235 acres still remain in the County.



# 4 EXISTING CONDITIONS



North Boulder is the northwestern-most subcommunity in the City. It is surrounded by City Open Space and land in the County on the west, north, and east.

## SURROUNDING CONTEXT

North Boulder is bordered on the west and northwest by City open space and the foothills of the Rocky Mountains. To the east is Palo Park, primarily a residential subcommunity, which currently shares elementary and middle schools in North Boulder. To the south are Central Boulder and Crossroads subcommunities, which contain regional shopping and employment. See section 11 for information on residential and commercial/industrial growth anticipated throughout the City as of 1994.

The area adjacent on the northeast is designated Area III Planning Reserve, which is rural land under County jurisdiction where the City and County intend to maintain the option of limited Service Area expansion. Urban development and rural preservation are both future options. However, for annexation and urban expansion to occur here, the benefits to the community must outweigh the costs and negative impacts from urban development.

Rural development in the surrounding County is expected to continue. Additional residential development has been approved in nearby subdivisions, including Pine Brook Hills, Boulder Heights, and Lake Valley. Development further north and west in the County and the town of Lyons will have traffic implications on Broadway, which goes through the middle of the North Boulder Subcommunity, and U.S. 36, which wraps around the eastern edge of the subcommunity. The Transfer of Development Rights (TDR) program, to be administered jointly by the City and the County, may reduce residential growth in the County, by transferring development rights from County properties into the City. Traffic projections for the subcommunity planning process took this external growth into account, as well as overall City growth.

## SUBCOMMUNITY CHARACTER

### Physical characteristics

North Boulder largely consists of well-established residential areas. There is a great variety of neighborhood types, ranging from the uniquely designed "planned-unit developments" Wonderland Hill, Winding Trails and Willow Springs, to the more traditionally gridded neighborhoods north of Norwood, to the adjusted grids and culs-de-sac south of Norwood, to the mobile home parks off Broadway and north of Violet. The different neighborhoods feature various lot and home sizes, distinct architectural styles and materials and landscaping, and differing street sections. Each neighborhood feels unique, and, because the streets often offer limited connection to adjacent neighborhoods and major streets, many neighborhoods feel discrete and self-contained.

The central area east of Broadway has a somewhat rural character, emanating from its low housing density, large lots, modestly sized homes, light traffic, and streets without curbs, gutter, sidewalks, or lighting. Most of this area is a county enclave, and its rural character is valued by many of its residents.

Two small commercial areas -- Willow Springs Shopping Center and North Boulder Shops -- serve the neighborhoods surrounding them and, to some extent, the larger subcommunity. These centers offer groceries, restaurants, liquor stores, cafes, personal and business services, and office space.

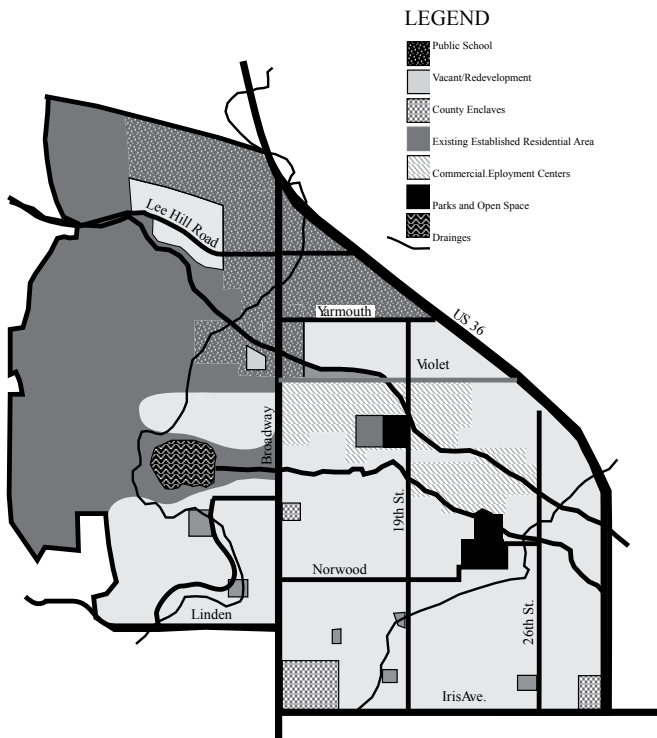
The County Complex is situated at the northeast corner of Broadway and Iris, and contains buildings serving community social service needs and governmental and non-profit agency administration.

The western edge of the subcommunity is open space and undeveloped park land, sloping up gently from east to west, then steeply. It is part of a larger, grassy plains landscape that lies at the base of the foothills and extends north out of town. Wonderland Lake is a large feature in the west-central part of the subcommunity, bracketed to the north and south by residential neighborhoods.

While most of the residential areas in the North Boulder Subcommunity are built-out and stable, the northern part of the subcommunity contains a lot of vacant and redevelopable land and is expected to change quite a bit. Land is designated both residential and commercial/industrial.

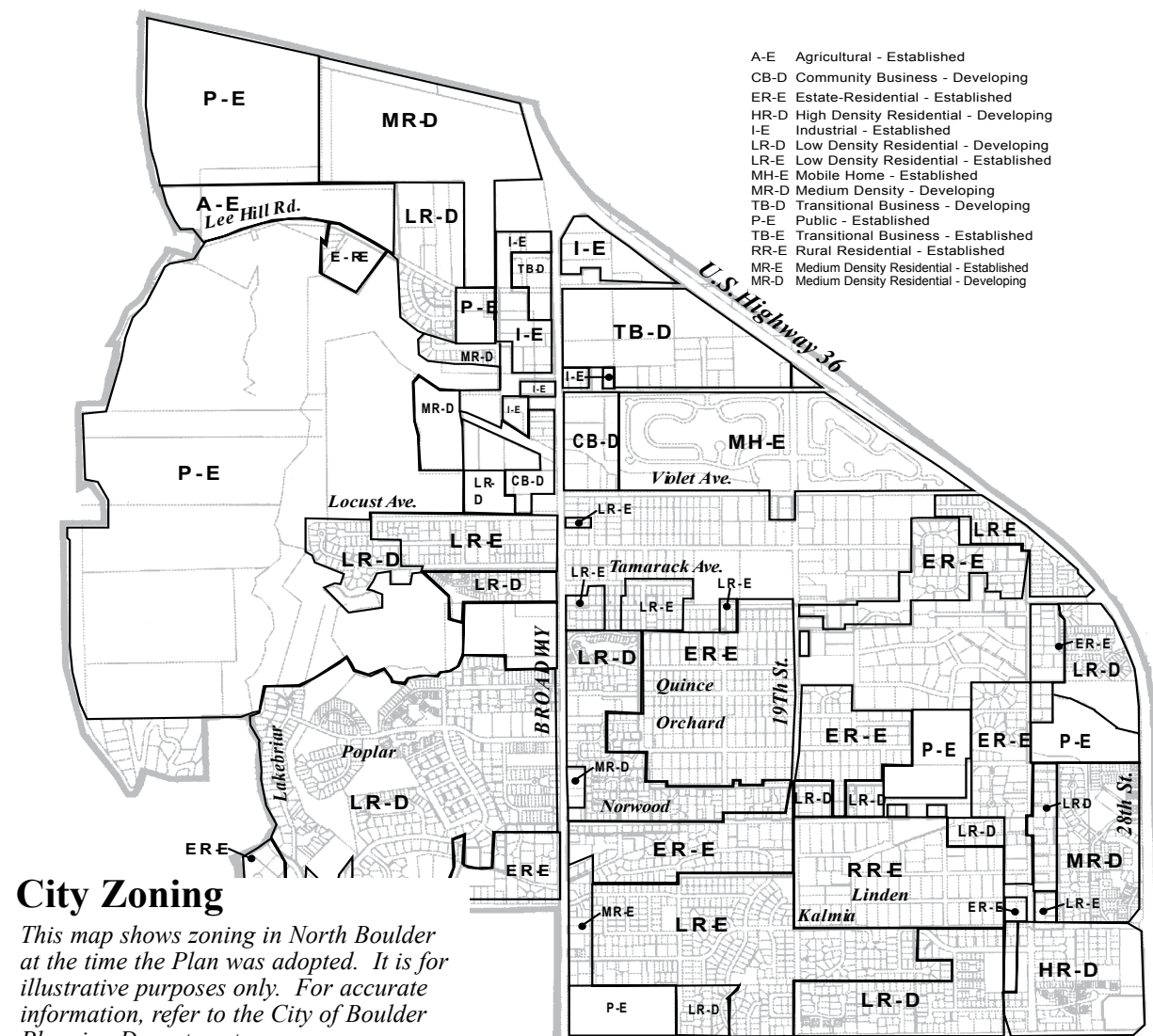
The commercial strip along North Broadway, from Violet north to its intersection with U.S. 36, consists of light industrial and retail space that is still relatively inexpensive and houses small retail and service businesses and artisans. Buildings are functional-looking and spread out, with little relationship to each other, limited visual harmony, and minimal landscaping. The buildings are generally low-slung and long, often with unimproved, dirt or gravel access and parking. However, most businesses in these buildings have a unique flavor, having local roots and operating in a specialty niche.

A major focus of the subcommunity planning project has been consideration of the future land use, character, size and type of development and redevelopment on these commercial and industrial sites and the kinds of businesses they will house.



## Existing Conditions

North Boulder consists primarily of well-established residential areas, two small commercial areas, and a large amount of open space. The North Broadway corridor also contains much vacant and redevelopable land.



## City Zoning

This map shows zoning in North Boulder at the time the Plan was adopted. It is for illustrative purposes only. For accurate information, refer to the City of Boulder Planning Department.

**Residential Land Use**

**Housing Units:**

According to 1994 data, North Boulder has 4,014 housing units, 188 of them in County enclaves. This total is 9.4% of the City's housing supply.

Of total housing units in North Boulder, 56% are detached, 27% are attached and 17% are mobile homes. The city-wide breakdown, as of 1990, was 43% detached, 52% attached, and 4% mobile homes. North Boulder ranks third among subcommunities, behind South Boulder and Palo Park, in highest percentage of detached housing units, and second, behind East Boulder, in highest percentage of mobile homes.

The median year that housing units in North Boulder were constructed is 1977, quite a bit later than the city-wide median of 1970, but preceding the median construction date in adjacent Palo Park (1981), nearby Gunbarrel (1979), and East Boulder (1981).

Seventy-two percent of housing units are owner-occupied, compared to 48% city-wide. This is the third highest among subcommunities. North Boulder averages 2.44 persons per households, higher than the city-wide average of 2.35. Palo Park and Gunbarrel households are a similar size.

**Size of Homes:**

On average, single-family houses in North Boulder are larger than those in the City's eight other subcommunities. The median size of North Boulder houses is over 20% larger than the median size of single-family houses city-wide. The percentage of houses in North Boulder larger than 3,000 sq.ft. is more than twice the percentage city-wide.

North Boulder condominiums and townhomes are larger on average than those in all other subcommunities except East Boulder. However, the size difference between North Boulder condos and townhomes and those elsewhere in the city is not as great as with single-family houses (see chart on the next page).

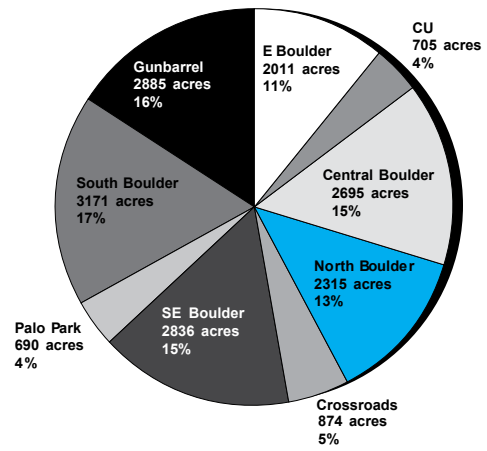
**Housing prices:**

The median sales price of North Boulder single-family houses in 1994 was about 25% higher than the median sales price of houses city-wide. This has been a steady difference since at least 1985.

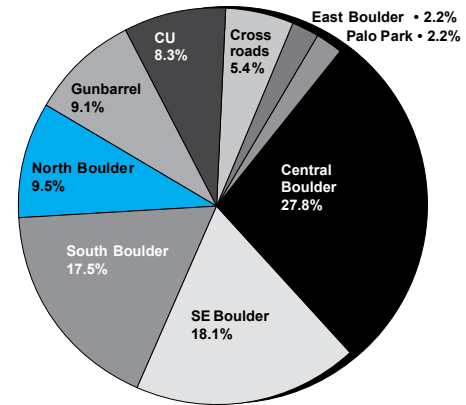
Unlike single-family detached units, the median condominium and townhome prices in North Boulder have risen and then fallen since 1985. They also have varied relative to condo/townhome prices city-wide, but overall have been higher. In some years, North Boulder condo/townhome prices have been only slightly higher, in others years, as much as 50% higher than the city as a whole. On average over the past nine years, mobile home prices in North Boulder have been the same as those in the City as a whole, sometimes slightly higher and other times, slightly lower.

North Boulder has 3.7% of the city's permanently affordable low income housing, that is, 54 units in North Boulder, out of 1445 units city-wide. These units house those earning less than 80% of the average median income, and comprise just 1.3% of North Boulder's housing stock. Mobile homes currently offer some affordability for low and moderate income households in North Boulder, but in general, mobile homes offer no guarantee to remain permanently affordable housing. Boulder Meadows has about 640 homes and Ponderosa has almost 70 mobile homes.

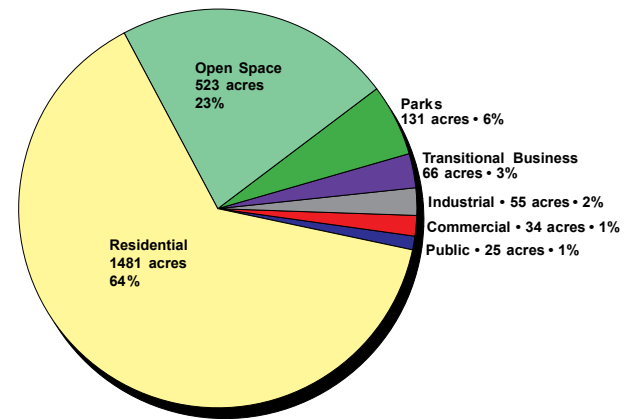
Acres per Subcommunity



1990 Population per Subcommunity



Zone Districts/ BVCP Land and Use Designations North Boulder Subcommunity Areas I & II



North Boulder contains 13% of the city's total land supply, yet only 9.5% of the city's total population, even though 64% of the subcommunity is designated for residential use. This is largely because North Boulder contains large amounts of vacant and redevelopment areas and the average overall density in existing residential areas is relatively low.

Source: City of Boulder Department of Community Design, Planning, and Development and 1990 Federal Census.

Demographic Characteristics		
	North Boulder*	City-Wide*
Population	10,459	108,960
Median Age	34 years old	30 years old
% of population between 25 and 44 years old	48%	38%
% of population < 18 years old	24%	16%
% of households with member < 18 years old	54%	46%
% of households that are families	64%	49%
% of households that are non-family	36%	51%
Median length of residency	10 years	7 years
Median household income	\$43,510	\$31,119
Per capita income	\$21,461	\$17,964
% of families below poverty level	8%	7%

North Boulder has a high percentage of families, particularly families with children, as compared to the city as a whole.

Source: City of Boulder Housing Department based upon 1990 Federal Census.

\* Figures include Areas I & II

The residential-zoned parcels in the northern portion of the subcommunity are mostly vacant and adjacent to open space and undeveloped park land. As a result, these sites have the look and feel of open space. This character, valued by many in the community, made the extent and design of future residential development on these parcels critical issues in the subcommunity planning process.

An infrastructure plan was adopted in 1991 for the area west of Broadway and north of Locust. The Infrastructure Plan has been incorporated in the street and pedestrian/ bicycle circulation recommended in that area by the Subcommunity Plan.

**Quality of life**

In a 1993 citizen survey by the City, people were asked to rate the quality of life in their own neighborhood on a scale of 0 to 100. North Boulder Subcommunity residents rated the overall quality of life slightly higher than the average score for all nine subcommunities.

In rating individual characteristics of their neighborhood quality of life, North Boulder residents gave their neighborhoods high ratings more often than did residents in all other subcommunities, except C.U. (Source: 1993 Citizen Survey, City of Boulder Center for Policy and Program Analysis).

In a 1992 North Boulder Subcommunity survey, residents identified what they liked best about the North Boulder Subcommunity: "Quiet," "open space/ undeveloped park land," "rural feeling" and "views" were mentioned most often. Residents in the eastern and southern portions of the subcommunity also appreciate being close to downtown and shopping.

In the survey, residents also identified characteristics of North Boulder that diminish their quality of life. "Traffic volume" was the most often mentioned, followed by "too much growth/infill" and "poorly maintained streets." Residents in the eastern part of North Boulder were also displeased about "noise" and "density."

**EXISTING LAND USE**

**Area II**

Within North Boulder, there are several large areas of Area II land, that is, land under County jurisdiction but planned for annexation to the City in the future. The properties are both residential and industrial. Annexation of the residential Area II properties has been of particular concern because their wells are shallow and the ground water used by some residences has been contaminated by upstream industrial land use. Clearly, these residences need public water and sewer service. An additional reason for seeking annexation of the Area II land in North Boulder is to provide County enclaves with public services such as fire protection.

Ponderosa Mobile Home Park, west of Broadway, south of Rosewood, has Area II status, but annexation will be handled separately from the subcommunity planning process. Substantial public funding probably will be necessary to correct physical deficiencies there, like the shallow sewer lines to individual lots and unpaved streets. A grant may be obtained to cover some of these annexation costs, as they are prohibitive for the Ponderosa residents and exceed the value of many of the homes themselves.

The industrial Area II land along North Broadway is either vacant or is underdeveloped and has significant redevelopment potential. These include an area north of Lee Hill Road, west of Broadway and an irregularly shaped area west of Broadway across from Yarmouth. Both are designated industrial in the Boulder Valley Comprehensive Plan.



Houses located near Wonderland Lake Park.

Photo courtesy of the Boulder Daily Camera, by Vern Walker, 1985.

### Non-Residential Land Use

For the most part, office and retail uses occur along Broadway and at the Willow Springs Shopping Center at Iris and 28th Street, the southeast corner of the subcommunity. Just outside the subcommunity, adjacent to the Willow Springs corner, is a large strip shopping center, Albertson's Plaza, which contains a 35,000 sq.ft. grocery store estimated to be used by 25% of the subcommunity residents, and other retail uses. To the south of Willow Springs is a K-Mart, which is the northern end of the 28th Street regional commercial strip that continues south more than two miles to Arapahoe Road.

Public land uses in the subcommunity include 3 schools (Centennial Middle School, Crestview Elementary School, and Shining Mountain Waldorf School) and the County Complex. This latter complex of buildings, at the southwest corner of the subcommunity, houses about six public and non-profit agencies, including the Boulder County Health Department and Social Services and Boulder County Enterprises.

### Employment

The estimated employment population in North Boulder is 2,760. This compares to about 84,000 jobs city-wide in 1993. Only Palo Park has fewer jobs; South Boulder has twice as many, and Southeast Boulder Subcommunity has 2,000 workers more than North Boulder.

There are approximately 330 businesses or institutions in North Boulder. Forty-four percent of them are located along the Broadway corridor, and 39% are dispersed throughout the subcommunity.

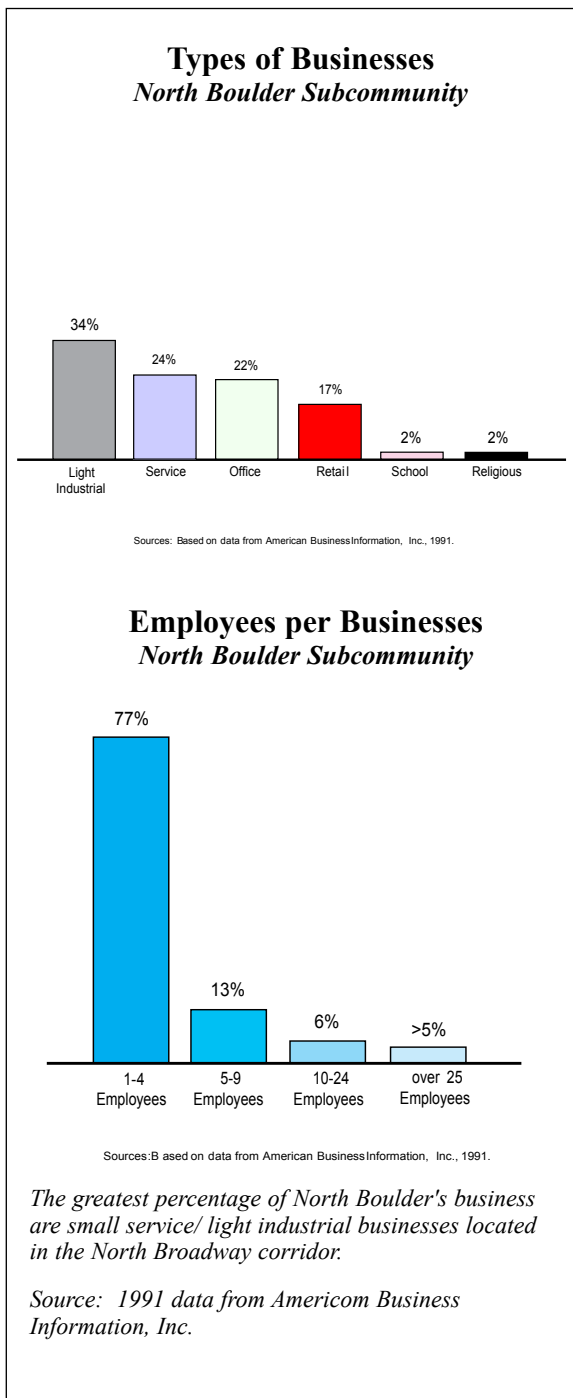
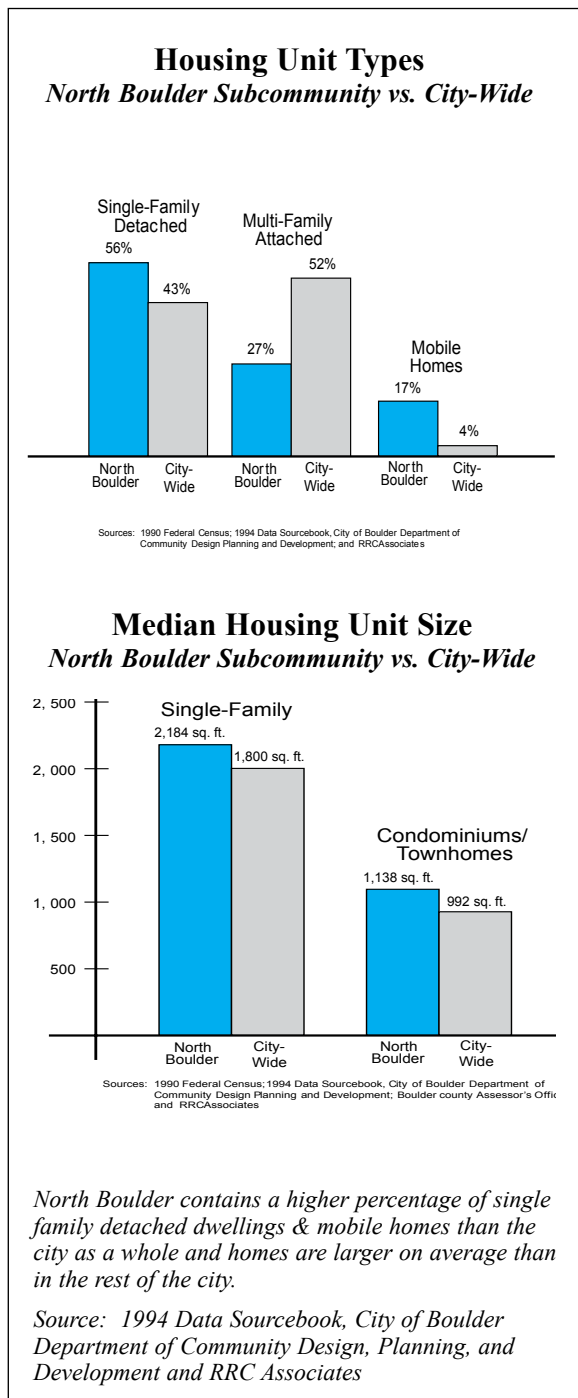
Most of the businesses/ institutions in the North Boulder Subcommunity (77%) are small, with one to four employees. Ninety percent of the businesses employ ten or fewer workers. Nine businesses/institutions employ more than 50 people. Over a third of the businesses are light industry, 24% are service, 22% are office-related, and 17% are retail.

### Jobs-Population Ratio

North Boulder is primarily a residential community, so it has a relatively low ratio of jobs to population. The ratio is approximately .26, compared to .88 for the city as a whole and .55 for Boulder County. North Boulder's jobs-population ratio is similar to that of Boulder's other residential subcommunities: South Boulder Subcommunity's is slightly higher (.28), and Southeast Boulder's is slightly lower (.24). A "balanced" jobs-population ratio might be considered .62, assuming 1.45 workers per household (Denver metro area, 1990) and 2.35 residents per household (1994 Data Sourcebook).

A similar, more-often used measure is jobs-housing balance. There are .69 jobs per housing unit in North Boulder. Since on average there are 1.45 workers per household, a good jobs-housing balance might be considered about 1.5 jobs per housing unit. North Boulder will probably never achieve a 1.5 jobs-to-housing unit ratio. However, the balance between jobs and housing is probably less consequential on a subcommunity level than on a regional scale, primarily because people tend to make their commuting/ housing location decisions on a regional level. Just the same, additional commercial/ industrial space in North Boulder could provide more opportunities for people to work close to where they live. This in turn may reduce car trips and commuting distances, among other benefits.

The average commuting distance to work for North Boulder resident workers is 8.5 miles. About 40% of work commutes by North Boulder residents are 1 to 3 miles; 29% are 4 to 6 miles. Four percent of North Boulder resident workers walk to work, compared to 11% of Boulder Valley resident workers.



North Boulder Vacant Land	
LAND USE DESIGNATION	VACANT ACRES
Very Low Density Residential	2.7
Low Density Residential	58
Medium Density Residential	91.2
High Density Residential	0
Commercial	52.5
Industrial	8.2
Public	0
<b>TOTAL</b>	<b>212.6</b>

The largest percentage of North Boulder's vacant land supply is designated for residential use; it amounts to nearly half of the City's total residentially-designated vacant land.

Source: 1994 Data Sourcebook, City of Boulder Department of Community Design, Planning, and Development.

North Boulder Existing Non-Residential Development	
Land Use	Square Feet
Retail (Com. Business)	200,000
Office (Transit. Business)	100,000
Industrial	450,000
<b>TOTAL</b>	<b>750,000</b>

Source: 1994 Data Sourcebook, City of Boulder Department of Community Design, Planning, and Development

# 5 NEIGHBORHOODS

## GOALS

- ◆ Strengthen and support existing neighborhoods. Issues include:
  - appropriate adjacent land uses
  - needed capital improvements
  - character preservation through new regulations or design guidelines.
- ◆ Design new neighborhoods with the following in mind:
  - the need for more affordable housing
  - walking distance to transit and park facilities
  - connections to existing and future pedestrian and bike path systems
  - the scale and positive architectural attributes of adjacent housing.
- ◆ Provide a diversity of housing types, sizes, and prices in the subcommunity as a whole.

## OBJECTIVES

### For all Residential areas:

- ◆ Sensitive treatment of character-giving features such as creeks, ditches, and distinctive terrain.
- ◆ Preserved and enhanced existing neighborhood character and geographic/ natural features.
- ◆ Connections to the larger community and travel options that focus on ped, bike, and transit improvements.
- ◆ No new culs de sac.
- ◆ Appropriate house size to lot size ratio (no more big houses on small lots).
- ◆ Neighborhood centers or gathering places which enhance the neighborhood character, and could include small park, corner store, day care center, transit stop, or neighborhood school.
- ◆ Development of floor area ratio (FAR) or bulk plane regulations to preserve neighborhood character and ensure that new development is in scale to its surroundings and lot.

### For existing residential areas:

- ◆ Improved transportation connections.
- ◆ Slowed vehicular traffic where needed
- ◆ Maintenance of existing zoning, density, and lot sizes.

### For new residential areas:

- ◆ Compatibility with the surrounding context.
- ◆ An integrated network of streets, yielding more path options for motorists and users of alternate travel modes.
- ◆ Developments where fronts of buildings and lots face the street and one another, and backs face one another.
- ◆ Neighborhoods with distinct edges, formed by natural features or significant streets
- ◆ Walkable neighborhoods with short blocks.
- ◆ Beautiful streets which are comfortable to pedestrians, bicyclists, and motorists
- ◆ A balanced mix of dwellings, work places, shops, and parks.
- ◆ Planned areas for civic buildings positioned in places of significance including some for which needs are not yet apparent
- ◆ A diversity of housing types, sizes, and price ranges.
- ◆ Blocks that are small, to better serve pedestrians and help calm traffic.
- ◆ Use of alleys, except where they would have a negative impact on existing neighborhoods.

## BACKGROUND

Complete, discernable neighborhoods are the fundamental building block and planning unit of this plan. The goals are to strengthen and support existing neighborhoods, and insure that new neighborhoods bring added value to the subcommunity and the City as a whole.

One of the most significant features of North Boulder is its many well-established neighborhoods. Residents say they like the quality of life here, and it's no wonder. Each neighborhood has a center or gathering place (see map below), most are quiet, many offer phenomenal views, and some are close to neighborhood services. This plan seeks to preserve these qualities, and emulate them in the new neighborhoods that are planned. The problems that the Plan attempts to address are discussed below.

### Connections, Traffic

Many of the existing neighborhoods in North Boulder are not particularly walkable. In many areas blocks are long and many streets and paths are not connected, making walking and biking more difficult. Some blocks are as long as 1500 feet whereas a more traditional and desirable length is 300 feet. Additionally, concerns about traffic volume and speed were frequently mentioned in workshops and surveys. For these reasons, a plan for the desired future transportation system is established in section 8 of this plan. It identifies opportunities in existing neighborhoods for new connections, and establishes a street grid with small walkable blocks in new neighborhoods.

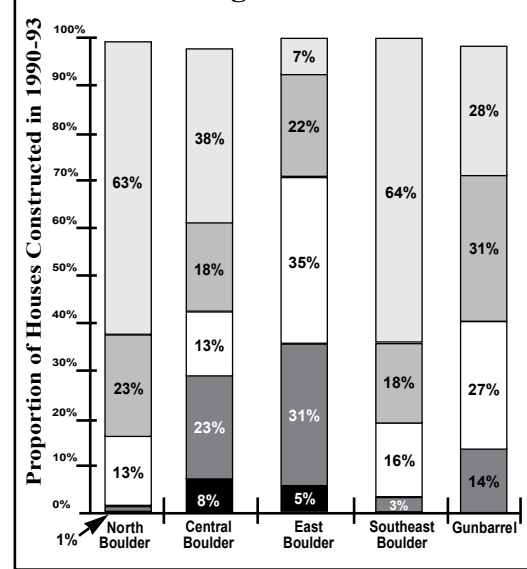
### Neighborhood Centers

Having neighborhood services such as parks, schools, stores, offices, and civic uses close and easily accessible to neighborhoods reduces auto-dependence and adds to the convenience and vitality of a neighborhood. A goal of the Plan is that each neighborhood have a well-designed center or gathering place. For most existing neighborhoods in North Boulder, parks and/ or schools are their centers. New centers are proposed in new neighborhoods (see map below) and a new subcommunity-scale center is proposed that will provide services that are currently lacking in North Boulder (see section 6).

### Housing Diversity

While North Boulder has neighborhood diversity, single family detached units predominate and are larger on average than in the City as a whole (see chart above). In workshops and

Proportion of New Houses by Size 1990-93 Garages Included



North Boulder homes are larger on average than in the city as a whole. In recent years, new homes in North Boulder, as elsewhere in the city, have been larger than ever before.

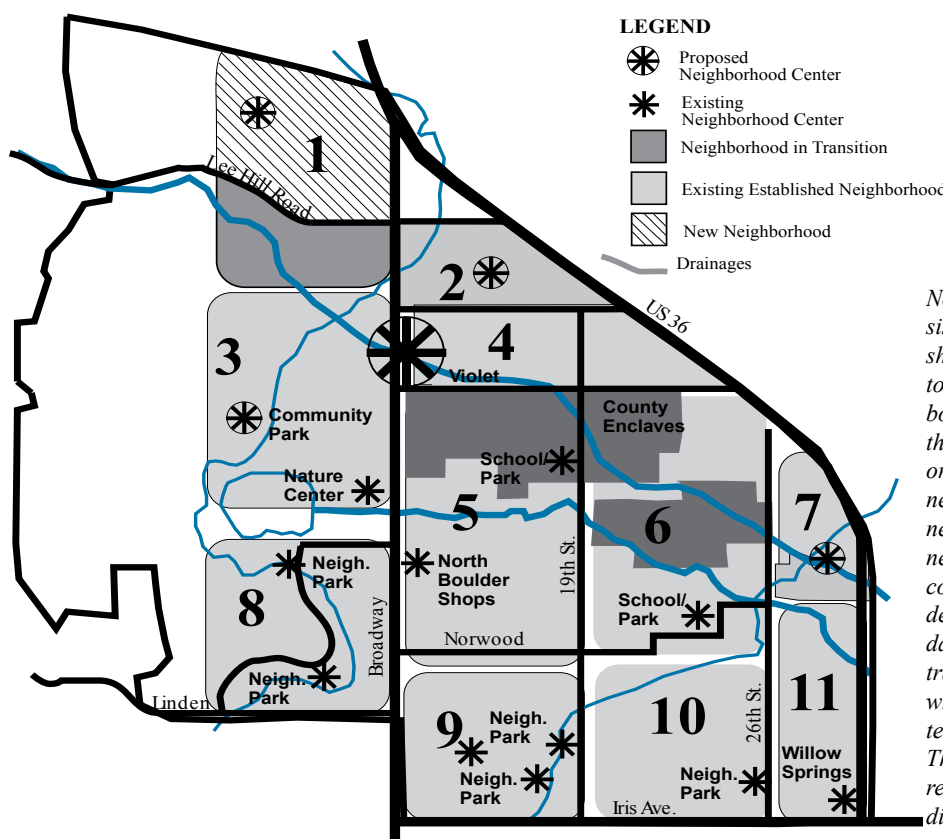
Source: City of Boulder Housing Division, 1994

surveys, many North Boulder residents said they feel these large new homes detract from the characteristics that they most value about the area. Large homes, especially ones that are large relative to their lot size, not only look domineering and out of scale; they also block views from public spaces and private properties. Additionally, North Boulder has more households in higher income brackets, and fewer households in the lower income brackets than the city as a whole. These issues have informed and influenced the recommendations for new neighborhoods in North Boulder.

### New Neighborhoods

The map below shows that North Boulder contains large areas which are either being developed or are soon to be developed as new neighborhoods. In these areas, the emphasis is on housing diversity and insuring that neighborhoods are designed to be attractive, preserve views, and minimize auto-dependence. Since each area has unique opportunities and constraints, the specific recommendations are listed in the following pages. In 1997, new zoning districts were created in these areas in order to carry out the objectives of this section and the development guidelines in the following pages.

## North Boulder Neighborhoods



- NEIGHBORHOODS**
- 1 - Lee Hill Road
  - 2 - Yarmouth North
  - 3 - Union - Utica
  - 4 - Meadows
  - 5 - CrestView West
  - 6 - CrestView East
  - 7 - North 26th
  - 8 - Wonderland Hills
  - 9 - Melody/Catalpa/Pineview
  - 10 - Parkside
  - 11 - Winding Trail

North Boulder generally consists of the neighborhoods shown on this map. In addition to the many established neighborhoods, there are large areas that are either being developed or are soon to be developed as new neighborhoods. Each neighborhood should have a neighborhood center, which could be a small but spatially defined park, a corner store, a day care facility, a school, or transit stop. This map identifies where each neighborhood center exists or is recommended. The large asterisk indicates the recommended village center, discussed in the next section.

## Development Guidelines for All Neighborhoods

### Building and Site Design

- ◆ *Locate compatible building types to face one another across streets. Change design rules at rear or side property lines rather than down the middle of the street.*
- ◆ *Position houses so that their front doors and front yards face the street.*
- ◆ *Leave front yards open wherever possible. When front yard fences are provided, they should be low and open.*
- ◆ *Design houses so that garage doors do not dominate the front facade. Locate garage doors no less than 20' behind the principal plane of the front of the houses; detached garages are preferred.*
- ◆ *Except in areas recommended for low density rural-type character, position buildings close to the street to create a more pedestrian friendly atmosphere. Rather than a conventional "setback", create a "build-to" line.*
- ◆ *Provide high quality building design with attention to detail. Avoid monotonous building designs: include human scale features such as porches, varied building elevations, and varied sizes and styles.*
- ◆ *Plant street trees along all streets at the time of development or redevelopment of any property.*
- ◆ *Design streets to be as narrow as possible.*
- ◆ *In higher density areas where parking lots are needed, design the lots so that they are small and clustered. Locate parking in the back of buildings, not in the front.*
- ◆ *Use alleys wherever possible to provide a "service" side to properties. Reduce curb cuts and sidewalk interruptions on the "public" side of lots.*

### Transportation Connections

- ◆ *Comply, at a minimum, with the Transportation Plan in section 8.*
- ◆ *Design streets to be multi-purpose public spaces-comfortable for the pedestrian and bicyclist--not just as roads for cars.*
- ◆ *Avoid using flag lots or culs de sac.*

## RECOMMENDATIONS

The key development sites in North Boulder are shown on the map on page 9. Residential development must comply with the Development Guidelines listed on the left, as well as those listed the gray boxes for each area.

### County Enclaves

At the initial adoption of this plan, the North Boulder Subcommunity included several large residential enclaves (areas in the County, completely surrounded by land in the City). Along with a number of unconnected parcels, the bulk of the area is shown on the map below.

Since the Plan's initial adoption, a portion of this area has been annexed to the City. In conjunction with the annexation, the Plan was amended by Planning Board and City Council in 1997 to incorporate the land use pattern shown on the map below. This pattern, along with conditions of annexation adopted by Council were the result of an extensive neighborhood process and goals previously established in this plan. The street, bicycle, and pedestrian circulation system is shown in section 8.

In 1997, the Plan was also amended to incorporate changes to the Crestview East area as shown below.

Annexation of the remaining North Boulder enclaves should occur for two reasons:

- The area needs public water and sewer service. While the properties that have groundwater contamination have been annexed to the City, others have shallow wells or are served by failing septic systems.
- The enclaves have been part of the city's "service area" since 1978 and have for the most part developed at urban densities. The patchwork of properties in and out of the city is confusing and inefficient for the provision of urban services such as police, fire, and environmental enforcement.

From the perspective of landowners in this area, the desire for the future ranges from keeping the area "the way it is now" to establishing City zoning which would allow additional homes to be built. Through the public hearing process on the Plan, different goals and objectives emerged for each of the areas and are listed in the box on the right.

Githens Acres and portions of Crestview West are located in flood zones, possess a rural character worthy of preservation, and are not appropriate for further development.

Crestview East, on the other hand, is located adjacent to planned transit and a higher density neighborhood to the north, and is appropriate for higher densities and affordable and diverse housing.

## County Enclave Development Guidelines

### All Enclave Areas

- ◆ *Develop building size limitations for the area to preserve and enhance neighborhood character.*
- ◆ *Preserve environmental features and avoid development in high hazard flood areas.*

### Githens Acres and flood constrained areas

- ◆ *Preserve the rural/semi-rural character in this area with a very low density land use pattern.*
- ◆ *Preserve rural street character by maintaining borrow ditches and rural mail-boxes.*

### Crestview West Annexation

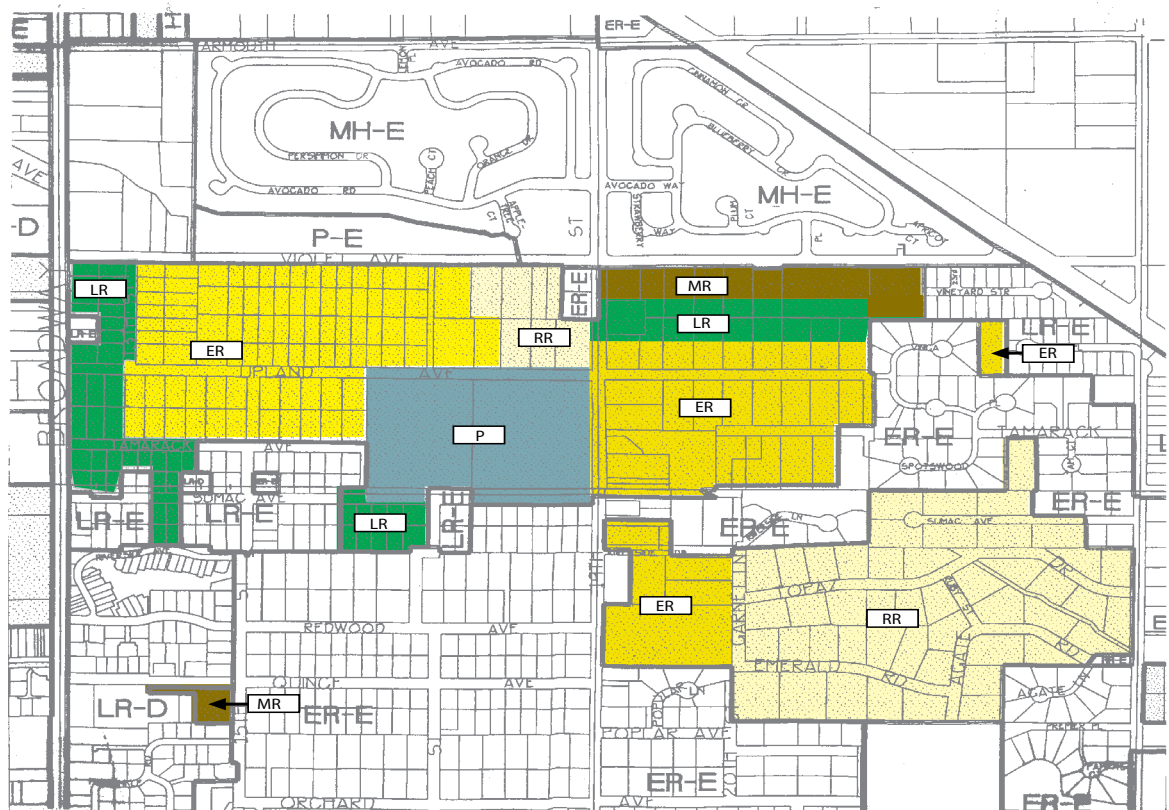
**Goals** (This area was annexed subsequent to the Plan adoption, in 1997.)

- ◆ *Preserve the rural character, particularly in flood-constrained areas.*
- ◆ *Allow possible higher densities along the Broadway corridor to achieve affordable and diverse housing close to transit.*
- ◆ *Provide public water service to properties with contaminated wells.*
- ◆ *Consider transfers of development (TDR) from other, less centrally located areas.*
- ◆ *Consider neighborhood consensus, in balance with other annexation goals.*
- ◆ *Help defray the property owners' costs of annexation.*

### Crestview East Annexation

**Goals**

- ◆ *Create permanently affordable and diverse housing.*
- ◆ *Develop minimum densities in the MR and LR zones.*
- ◆ *Create new development in a pattern that supports walkability and good community design. Provide connections as shown on the Transportation Plan, plus at least one additional north-south street and east-west alleys in the MR and LR zones.*
- ◆ *Consider transfers of development (TDR) from other, less centrally located areas.*
- ◆ *Consider neighborhood consensus, in balance with other annexation goals.*
- ◆ *Help defray the property owners' costs of annexation.*



This map illustrates the recommended land use pattern in the County enclaves and areas annexed in 1997. The map reflects amendments adopted by Planning Board and City Council in 1996 and 1997. **Crestview West** is the area between Broadway and 19th Street and was largely annexed in 1997. **Crestview East** is the area between 19th Street and 26th Streets north of Sumac, and **Githens Acres** is located south of Crestview East.



## Lee Hill Road Area Development Guidelines

Development in this area must meet the Guidelines for All Neighborhoods listed on page 10, as well as the following:

### Uses

- ◆ Provide affordable and diverse housing for a wide range of incomes. Housing types could include detached houses, attached houses, and apartment buildings; and should be of differing sizes.
- ◆ Provide a neighborhood center with neighborhood-scale services such as a school/day care, coffee shop, etc.
- ◆ Provide a minimum 5-acre neighborhood park (or one that conforms with the Parks and Recreation Master Plan).
- ◆ Provide transit facilities at the neighborhood center; include secure, covered bicycle storage (see page 20).
- ◆ Preserve a site for civic use at the northeastern portion of the neighborhood. It should be visible from U.S. 36 and house a civic building or three-dimensional feature. The civic use could be a place of worship, a school, a park with a plaza, or a public meeting house.

### Building and Site Design

- ◆ Provide a low profile, natural or "soft edged" northern development edge. Keep development away from the ridge and face the building fronts toward US 36.
- ◆ Maintain the open feeling along the Foothills Trail. Keep housing away from the toe of the slope along the western property edge.
- ◆ Design the Mann property in conjunction with the remainder of the development allowed to the south, with small blocks to better serve pedestrians and to help calm traffic. Consider density transfers within the area, but do not increase the total number of units beyond the recommended approximately 625 units for the area.
- ◆ Locate higher densities near transit access/ corridors.
- ◆ Provide a geological evaluation of the Mann property during the site review process.

### Transportation Connections

- ◆ Fully connect internal streets and provide direct access to Lee Hill Road and Broadway (see Transportation Plan in section 8).
- ◆ Design narrow streets for slow speeds; install traffic-calming designs at the time that streets are built.
- ◆ Explore options for the extension of transit or shuttle from this area to the Village Center.
- ◆ Provide frequent pedestrian and bicycle connections throughout, particularly to the neighborhood center and to parks and trails.
- ◆ Reconfigure the Broadway/ US 36 access in conformance with the gateway design concept found on page 22 or the more refined design when it is developed as part of the North Broadway streetscape plan.

### View Protection

- ◆ Preserve views from the Foothills Trail and from US 36 of the foothills and mountain/ plains transition areas.
- ◆ Keep substantial areas along the northern and western edges of the Mann property open for view and natural resource protection. During Site Review of the Mann property, provide a view analysis to determine appropriate setbacks from the northern and western property lines.

## Lee Hill Road Area

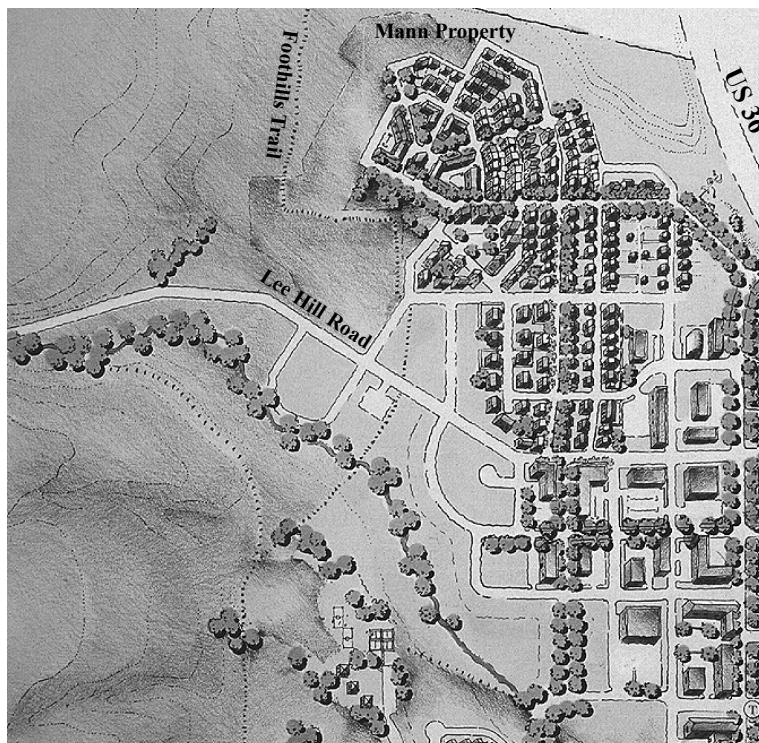
The Lee Hill Road area is the northwestern-most neighborhood in the City, located west of Broadway, north and south of Lee Hill Road. It is adjacent to City owned open space to the west and north and industrial properties fronting on Broadway to the east. It contains new and developing subdivisions on both sides of Lee Hill Road; the Wine Glass Ranch on the north side of Lee Hill; and a large vacant parcel, the 55-acre Mann property, which abuts the foothills of the Rocky Mountains and the Foothills Trail on the west.

The Mann property has spectacular views and is highly visible from US 36 and the Foothills Trail. The Foothills Trail will provide a scenic pedestrian connection from this area to the new Community Park site and to the Fourmile Canyon Creek trail which will continue on to the Village Center, Crestview Elementary School, and the Fourmile Soccer Complex, using a series of underpasses. The Foothills Trail is also much used by people from throughout the City.

The Mann property will create Boulder's northern and western edge and will be the first site visible upon entering the City from the north. The western edge of the property lies in the area where the foothills of the Rocky Mountains meet the Great Plains, which is one of the most beautiful areas in Colorado. The mountain slopes along this edge pose geologic hazards due to the mass movement and swell/ consolidation potential (source: BVCP Geological Development Constraints Map). The northern edge of the property has steep slopes, visible from US 36. The shale outcroppings found on the northern slopes also are habitat for Bell's twinpod (*Physaria bellii*), a plant species of special concern as identified in the Boulder County Comprehensive Plan. For these reasons, development on the Mann property should be pulled back substantially from the northern and western property lines.

This area should be developed with all the qualities of an attractive, established neighborhood: beautiful and walkable streets (with tree-lined, open front yards and front porches-- not garages-- dominating the street view); convenient transit and neighborhood services; and proximity to a neighborhood park. It is imperative that the project contain a mix of residential densities with a diversity of housing types. It should include multi-family, townhouse, single family, and apartment units on a diversity of lot sizes. The overall average density should be approximately eight dwelling units per acre, or no more than approximately 525 to 625 new residences in the area.

Streets in this area should be interconnected, as shown on the Transportation Plan in section 8, and should be built for slow speeds (i.e., as narrow as possible, and with traffic-calming designs).



This area will form the northwestern edge of the City. New neighborhoods here should contain small blocks with frequent pedestrian and bike connections to a new neighborhood center and a neighborhood park. Development should be pulled away from the north and west boundaries of the Mann property for view and natural resource protection.

**Yarmouth North Land Use Concept**



This diagram summarizes the community design intent for the Yarmouth North area. The southwest corner of the area (including Broadway to 14th Street north of Yarmouth) is part of the proposed Village Center (see p.16).

The intent for Yarmouth North is for:

- A neighborhood park and linear greenway as important neighborhood shapers and design features.
- Blocks with a walkable, neighborhood scale and buildings oriented toward the street (use of alleys wherever possible; no garages facing the street).
- Live/ work units in a vertically and horizontally mixed configuration of office and residential uses along Broadway, 13th, 14th and Yarmouth.
- Live/ work units in residential-scale office buildings, with pedestrian-interest windows, and front doors facing the street.
- Mixed density residential units in the remainder of the area with strong connections to the park and the proposed Village Center.



A fine grain mix of uses, including civic functions, housing, and office uses, is encouraged in this area. A wide range of dwelling types should be incorporated: a balance of smaller and larger single family detached houses, attached houses, apartment buildings, apartments above offices, and lofts.

**Yarmouth North Area**

This area is bordered by US 36, Yarmouth, Lee Hill Rd. and Broadway. When the Plan was initially adopted, a substantial amount of the area was zoned Transitional Business Developing (TB-D); the parcels at Yarmouth and Broadway, which will become part of the Village Center, were zoned Industrial (I-E). While large portions of the area are vacant, existing uses include some industrial uses, the National Guard Armory (planned for relocation), a gas station, several residential structures and the now abandoned and vacant 35-acre drive-in theater. The area is within walking distance of the future Village Center and the US 36 and Broadway transit corridors. It is strategically located to foster closer connections among home, work, shopping, and recreation. If designed well, with housing and offices of mixed densities and types, a higher share of travel by alternative modes could be achieved than in other, more removed neighborhoods.

Overall, the area should be developed as shown on the diagram on the upper left. The residential units should be developed at an average net density of approximately 10 dwelling units per acre for a total of approximately 400 new dwelling units. The total amount of office use in this area should be approximately 95,000 new square feet. This mix could be slightly altered, with more residential units and fewer office units, so long as the overall traffic generation in the area is not increased. A neighborhood park should be provided near the center of the area and a linear greenway should be created along US 36. The greenway should act as an extension of the gateway and buffer the new residential uses from the highway.

The Transportation Plan in section 8 provides the basis for the creation of neighborhood-scale blocks and strong internal and external connections to the neighborhood park, the community park, open space trails, and the Village Center. Additional streets and alleys may also be needed east of 18th Street and on the drive-in theater site.

Prior to the initial adoption of this plan, the Yarmouth North area was zoned Transitional Business - developing (TB-D) and Industrial-established (I-E). However, the standards in these zone districts conflicted with many of the goals for this area. After the Plan was adopted, new zoning districts were created to implement the concepts outlined here. The area was then re-zoned with these newly adopted zoning districts in 1997.



The Yarmouth North neighborhood is immediately north of the proposed Village Center. The 13th Street bicycle/pedestrian corridor should extend through the Village Center to this neighborhood. A neighborhood park should be located in the central part of this area, and a linear landscape buffer should extend along US 36 to continue the gateway concept from the north entrance to the City.

**Yarmouth North Development Guidelines**

Development in the Yarmouth North area must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

**Uses**

- ◆ Provide mixed land uses-- office and residential--as shown on the diagram to the left, with an overall mix of approximately 400 residential units and 95,000 sq. ft. of office uses.
- ◆ Provide affordable and diverse housing, with a wide range of dwelling types for a wide range of incomes. Housing types should be of varied sizes and include attached and detached houses, apartment buildings, apartments above offices, lofts, and accessory units.
- ◆ Provide a school/day care in the area.
- ◆ Provide a transit center; include secure, covered bicycle storage, and bicycle trailer parking (see page 20).
- ◆ Provide a neighborhood park in the central part of the area and a linear greenway along US 36.
- ◆ Consider the development of a community garden or composting area.

**Building and Site Design**

- ◆ Design the area as a neighborhood, with small blocks and buildings oriented toward the street.
- ◆ In the mixed-use area, provide a vertical and horizontal mix of uses. Non-residential uses should be contained in buildings with smaller floor plates, not in large office buildings.
- ◆ Design with noise protection from US 36 and Broadway, employing noise-sensitive building placement, height, orientation, and special construction materials.

**Transportation Connections**

- ◆ Provide strong internal and external pedestrian and bike connections with frequent connections to the Village Center and to the neighborhood park.
- ◆ Provide streets and paths in locations shown in the Transportation Plan, with the addition of at least one east-west street east of 18th Street, and alleys as needed throughout.

**Views and Noise Buffers**

- ◆ Continue the gateway concept in this area, with a landscape buffer/linear park along US 36; set back development and parking areas from US 36 a minimum of 70' from property edges.
- ◆ Incorporate adequate noise buffers, such as landscaped earth berms, to mitigate U.S. 36 traffic noise.

## Union-Utica Development Guidelines

Development in the Union-Utica area must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

- ◆ Provide traffic mitigation such as neckdowns and signs at the intersections of Union St. and Utica St. with Broadway to slow traffic and minimize non-local through traffic.
- ◆ Setback new development from Fourmile Canyon Creek in conformance with the results recommended in the Creek Study (see Appendix E).

### Community Park:

- ◆ Provide multiple access routes to the Community Park site, with a focus on pedestrian and bicycle access from surrounding areas (Fourmile and Wonderland Creek trails, the Foothills Trail, and the 9th/ 4th Street connection). Road access to the site will include the Yarmouth extension, the Violet extension, Rosewood Ave., and to a lesser degree, Union, Utica, and Locust (see proposed connections on the Transportation Plan).
- ◆ Provide a variety of active and passive recreational opportunities for people within a 3.5 mile radius (or the service radius for community parks as adopted in the Parks and Recreation Master Plan).
- ◆ Provide early neighborhood and community participation in the Community Park master planning process prior to submittal to the formal development review process.
- ◆ Provide a continuation of the Fourmile Canyon Creek trail through the site, connecting to the Foothills Trail; and provide a continuation of the 9th Street trail through the park.
- ◆ Follow applicable wildfire hazard mitigation recommendations listed on page 29.

### Foothills Site:

- ◆ Face the outer edge of the development along the park with the fronts of buildings, not the backs.
- ◆ Design the area as a neighborhood, with small blocks to better serve pedestrians and to help calm traffic .
- ◆ Provide affordable and diverse housing, with a wide range of dwelling types for a range of incomes. Vary housing types and sizes; include attached and detached houses and apartment buildings.
- ◆ Provide early community participation in the Foothills site master planning process prior to submittal to the formal development review process.
- ◆ Follow wildfire hazard mitigation recommendations listed on page 29.

### Waldorf School:

- ◆ Develop traffic management and parent education programs to minimize traffic impacts on the surrounding residential neighborhoods.
- ◆ Close the Union St. access to the upper grade parking lot and provide alternative access to Locust St.

## Union - Utica Neighborhood

This area includes the established residences along Locust, Union, and Utica, as well as vacant, developing and redeveloping properties west of Broadway and south of Lee Hill Rd. such as:

- the proposed Community Park site;
- the Foothills Site (owned by the City of Boulder Housing Authority);
- City of Boulder Open Space;
- the Shining Mountain Waldorf School campus; and
- industrial and residential properties.

The North Boulder Infrastructure Plan was adopted by City Council in 1991 and has been incorporated into the Transportation Plan on pages 25 and 26. It provides the basis for future street, bicycle and pedestrian path locations and other public infrastructure in this area. Multiple pedestrian and bicycle routes are recommended for the area and will provide access to the Community Park. The park will provide active and passive recreation for people who live in North Boulder and surrounding subcommunities as well.

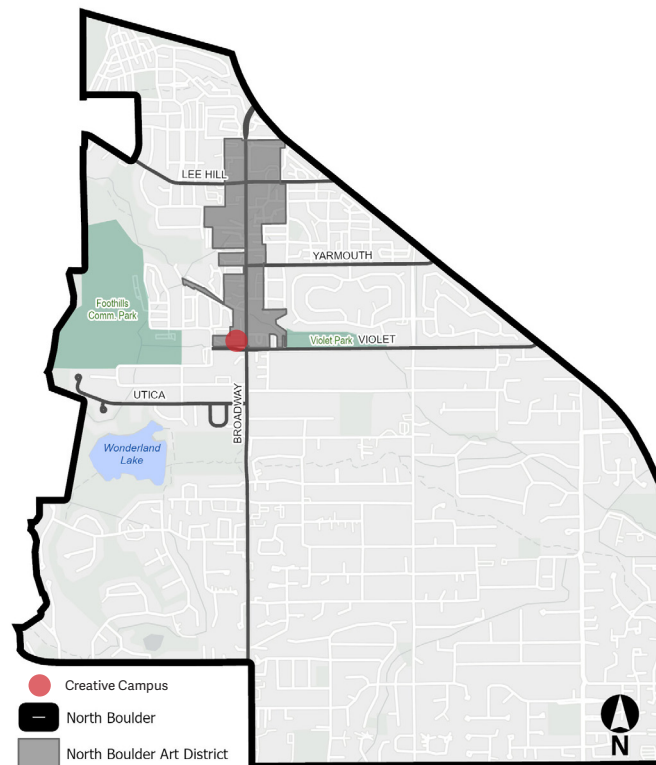
Some of the trails and bike routes that will provide access to the new park site from outside the subcommunity include:

- the Fourth Street/ Ninth Street route;
- the Fourmile Canyon Creek trail,
- the Wonderland Creek trail; and
- the Foothills Trail.

The Wonderland Creek and Fourmile Canyon Creek trails will both have underpasses at Broadway and US 36.

The future land use for this area includes approximately 200 new dwelling units. The Foothills housing site should develop at approximately 130 units at mixed densities. The site should provide diverse housing with a range of affordable dwelling types for a range of incomes. Housing types could include detached housing, attached housing, and apartment buildings, and should be of differing sizes and inter-mixed.

Housing near the Broadway corridor, across from the Village Center, should be developed at mixed densities, at an overall average density equivalent to low and medium density residential (see section 11).

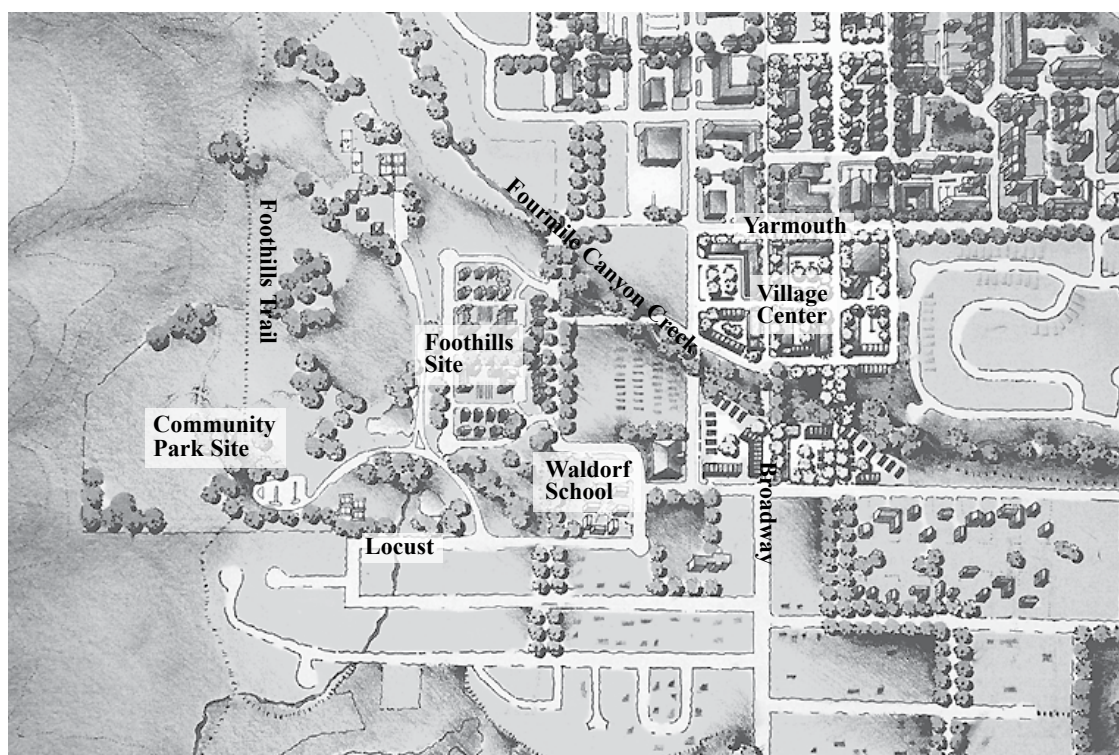


### North Boulder Art District

The North Boulder (NoBo) Art District was formalized by City Council in 2017. The Mission of the NoBo Art District is to elevate the arts in Boulder, continue the artistic and economic development in North Boulder and support and enhance the local community.

A future Creative Campus area lies between Broadway Ave, Violet Ave, 10th St, Ponderosa Mobile Home Park and Fourmile Canyon Creek Path and is within the North Boulder Art District.

The vision of the North Boulder Creative Campus includes a range of uses such as housing, retail, light industrial/ manufacturing, art studios, a museum, and community open space areas. This area is intended to be an anchor for the NoBo Art District at its' southern gateway.



This neighborhood contains both existing residences along Union, Utica, and Locust, and in the Ponderosa Mobile Home Park . New homes will be located along Broadway and on the Foothills site owned by the Housing Authority. The Fourmile Canyon Creek trail should provide access from this area to the new Village Center via a ped/ bike underpass under Broadway. The new Community Park should contain active and passive recreation uses for residents in this area and also outside the subcommunity. Access to the area by bike, foot, or transit will be enhanced.



Two creeks and a ditch traverse the Elks property, and wetlands on the property should be restored and enhanced for water quality and habitat improvement. The north portion of the site is located completely within the high hazard flood zone. This portion of the site should be acquired as park land. Uses that would be appropriate for the area south of Fourmile Canyon Creek include: recreation, park, education, or residential. If residential uses are developed here, the density should be no greater than the existing by-right density.



Winding Trail Village is a mixed-density neighborhood just south of the Elks property.

The Elks Club site is owned and operated by the B.P.O. Elks Club, a fraternal organization which has been in Boulder since the turn of the century and which hosts numerous community activities. The site contains approximately 24 acres and is located between N. 26th St. and US 36, north of the Winding Trail area. Fourmile Canyon Creek, Wonderland Creek, and Farmer's Ditch cross the site. All of the property northeast of Fourmile Canyon Creek is located in the high hazard and conveyance zones of the floodplain. The property was annexed to the City of Boulder in 1982 and is zoned P-E (Public-Established) on the side south of Fourmile Canyon Creek where the clubhouse sits, and LR-D (Low Density Residential-Developing) north of the Creek.

The area north of Fourmile Canyon Creek located in the high-hazard flood plain should be acquired by the City as a neighborhood park. Four land use options have been identified for the area south of Fourmile Canyon Creek. These uses are: recreation, park, education, or residential. If residential uses are developed here, the density should be no greater than the existing by-right density.

The surrounding property owners may wish to pursue purchase the southern portion of the site for open land/ park through the use of an assessment district.

**Elks Site Development Guidelines:**

Development on the Elks property must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

**Uses**

- ◆ Acquire the portion of the site north of Fourmile Creek as city park.
- ◆ Consider numerous options for the area south of Fourmile Canyon Creek, including: recreational, educational, park, or residential uses.
- ◆ If residential uses are developed, keep development of the site within existing by-right densities.
- ◆ If a neighborhood center is developed, limit the uses to neighborhood-serving uses.

**Building and Site Design**

- ◆ Preserve and enhance the existing riparian corridors on the site; set back development from the creek in conformance with the results of the Creek Study (see Appendix E).
- ◆ Restore and enhance wetlands as identified in the Creek Study, through wetland mitigation or greenway improvements. Provide on-site stormwater treatment.
- ◆ Employ techniques to maximize preservation of "open land" such as clustering units.
- ◆ Provide adequate noise buffers, such as landscaped earth berms, along U.S. 36.
- ◆ Design residential buildings with noise protection from US 36 in mind. Employ noise-sensitive building placement, height, orientation, and use special construction materials.

**Transportation Connections**

- ◆ Mitigate traffic speeds and volumes on N. 26th and Norwood by providing circuitous but complete connection between US 36 and 26th Street.
- ◆ Provide a transit stop on US 36.

**NEIGHBORHOODS ACTION PLAN**

Action	Responsibility	Cost	Timing
Create site-specific zoning/graphic code consistent with the development guidelines for the Yarmouth north area and the County enclaves.	Planning, Attorneys	Staff time	Immediately
Develop annexation package for Area II properties, incorporating recommended land use patterns, development guidelines, and transportation plan.	Planning, Transportation, City Attorney, Utilities	Staff time	Immediately
Begin annexation election or process individual petition of residential enclaves.	Planning, City Attorneys	Staff time	Immediately
Acquire park sites at Mann, Theater, and Elks Club sites.	Parks and Recreation	\$1,500,000-\$1,800,000 for acquisition (does not include southern portion of Elks property)	With redevelopment of sites (1-5 years)
Refine/finalize gateway design and implement improvements.	Planning and Transportation	Staff time, \$7500 design consultant; subsequent gateway improvements are unprogrammed.	1-2 years
During Site Review on Mann property, reconfigure US 36 and Broadway access in conformance with gateway design concept and Transp. Plan.	Planning, Transportation, Attorneys	Staff time	at Site Review
Review development proposals on key sites for conformance to development guidelines during Site Review.	Planning, Housing	Staff time	during Site Review
Develop building size limitations to preserve and enhance neighborhood character in existing established and County enclave areas.	Planning, Housing, Attorneys	Staff time	1-2 years

# 6 EMPLOYMENT & RETAIL CENTERS

## GOALS

- ◆ Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.
- ◆ Design neighborhood and subcommunity centers to foster a sense of community by creating vibrant people and activity places. This includes: ease of access, safety, and appropriate scale.

## OBJECTIVES

- ◆ Provide additional services in a way that contributes positively to the urban design of the subcommunity.
- ◆ Commercial areas in North Boulder should:
  - provide a vital community center for the subcommunity;
  - serve a broad spectrum of economic activity;
  - reduce vehicle miles travelled and trip volumes city-wide;
  - reduce vehicle miles travelled and trip volumes within the subcommunity;
  - be easily accessible by bicycle and on foot.
- ◆ Office/ Light Industrial areas in North Boulder should:
  - provide live-work or workshop opportunities;
  - reduce vehicle miles travelled and trip volumes city-wide;
  - be easily accessible by bicycle and on foot;
  - preserve or maintain opportunities for small businesses;
  - allow some residential uses.

## BACKGROUND

The success of North Boulder's neighborhoods is integral to the success of the subcommunity as a whole. To this end, each neighborhood should have a well-designed center or gathering place, and North Boulder should have a larger center that fosters a sense of community and provides a mix of services to meet the needs of the subcommunity (see goals and objectives above).

For most existing neighborhoods in North Boulder, parks and schools are the centers (see map on page 9). What many North Boulder neighborhoods lack, however, is easy access to services such as grocery stores, retail shops, offices, and civic uses. Existing centers such as Willow Springs Center and North Boulder Shops provide services for some residents (see map above, right), but a survey done at the beginning of the North Boulder planning process indicated that the largest percentage of North Boulder residents go outside the subcommunity for most services. For example, see the table on the right for where North Boulder residents do their grocery store shopping.

During the North Boulder planning process, the idea of a new center with a pedestrian-oriented mix of public and private services to meet the needs of the subcommunity, was supported. It was referred to as the "village center," because the term evokes an image of a special place with a scale that is comfortable and walkable. It would be a place that subcommunity residents would walk or bike to and congregate in, a place that would substantially

enhance residents' quality of life, increase convenience and reduce auto trips. It would be a vibrant center that is more than just a shopping center. It would be a place to live, shop, work, recreate, meet friends and neighbors.

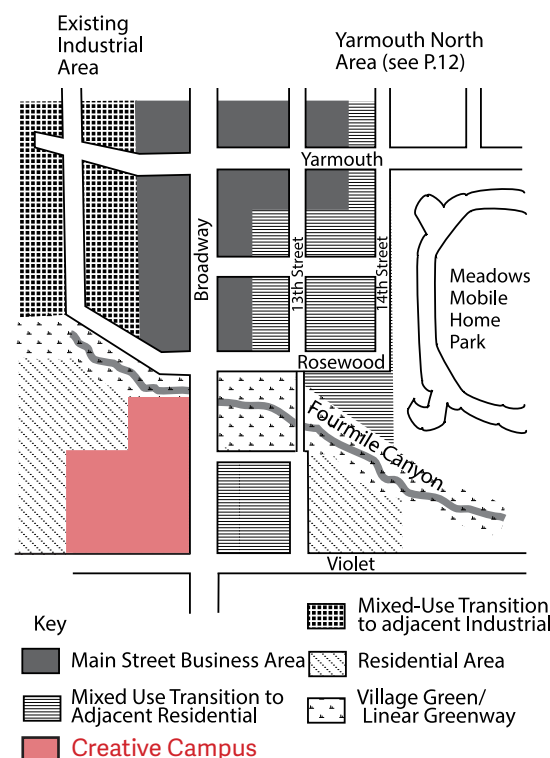
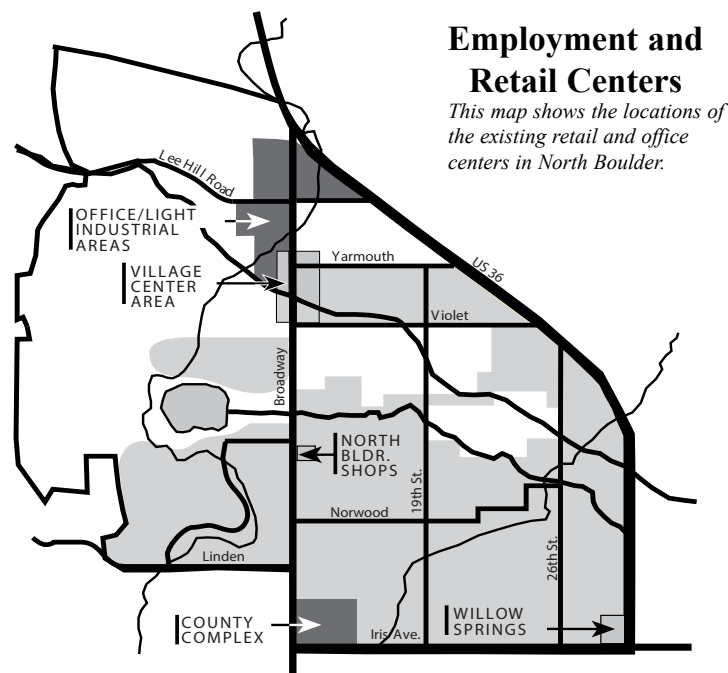
This plan aims to strengthen the centers that exist in the subcommunity today, and create new ones where needed to increase convenience, reduce auto trips, and add vitality to the subcommunity. For the Village Center, a proposed land use pattern, mix of land uses, and development guidelines are summarized in this section of the Plan. A proposed street, bicycle, and transit circulation plan for the Village Center and other existing centers are outlined in section 8. For each new neighborhood, a center is proposed as outlined in section 5.

## RECOMMENDATIONS

- ◆ Create a mixed-use center to serve the entire subcommunity at Broadway and Yarmouth. It should provide a grocery store, housing, offices, and a variety of retail and commercial services that subcommunity residents now drive south to find.
- ◆ Provide a library, postal station, and other civic uses in the Village Center or in neighborhood centers.
- ◆ Encourage home offices throughout the subcommunity. Allow home offices to have a limited number of employees, if impacts can be managed.
- ◆ In new neighborhoods in the subcommunity, introduce pedestrian-oriented, appropriately-scaled neighborhood centers that provide goods and services for neighborhood needs.
- ◆ Allow a small amount of non-service office by use review in neighborhood commercial centers in order to encourage mixed uses and reduce vehicle trips. (Non-service office uses do not directly serve customers or clients, so that only the employees travel to and from that location).

Where North Boulder residents most often shop for groceries (1992)	
Grocery Store/Area of Town	Percentage of Respondents shopping at this Store/Area
North Boulder Market	14.4%
King Soopers/Safeway @ Xrds	39.1%
Albertsons @ Diagonal Plaza	25.5%
Ideal or Colony @ Cmty Plaza	14.0%
Wild Oats	1.8%
Safeway @ Baseline	1.0%
Alfalfa's	1.7%
King Soopers @ Gunbarrel	1.3%
King Soopers @ Table Mesa	0.9%
Other	.3%
TOTAL	100.0%

This chart summarizes the results of a question in a North Boulder resident survey which asked, "Where do you most often shop for groceries?" The largest percentage of respondents stated that they do most of their grocery shopping outside of the subcommunity. Source: 1992 North Boulder Subcommunity Survey, Question 10, City of Boulder Center for Policy and Program Analysis.



## Proposed Village Center

In May and June of 1997, Planning Board and City Council amended the Plan to define the design and mix of uses in and near the Village Center as described below. New zoning was developed to implement the concepts as described here and on the next page. The area was then rezoned with newly adopted zoning designations in 1997.

### Main Street Business Area

The Village Center should be focused on a traditionally configured "Main Street," located on both sides of Broadway from just north of Yarmouth to Fourmile Canyon Creek. The Main Street business zone should serve the surrounding residential and employment neighborhoods and be pedestrian-oriented, with buildings close to the street and parking behind buildings. It should be the core retail area for the neighborhood. Other uses -- office, residential and civic -- should also be included to add vitality and daytime and nighttime activity to the area.

### Transitions

The areas adjacent to the Main Street business area should contain a mix of uses in a lower scale of intensity than the uses along Broadway and Yarmouth. They should provide a transition between the main street and the adjacent residential and industrial areas.

### To Residential Areas

Between the Main Street business area and adjacent residential areas to the north, east, and south, there should be:

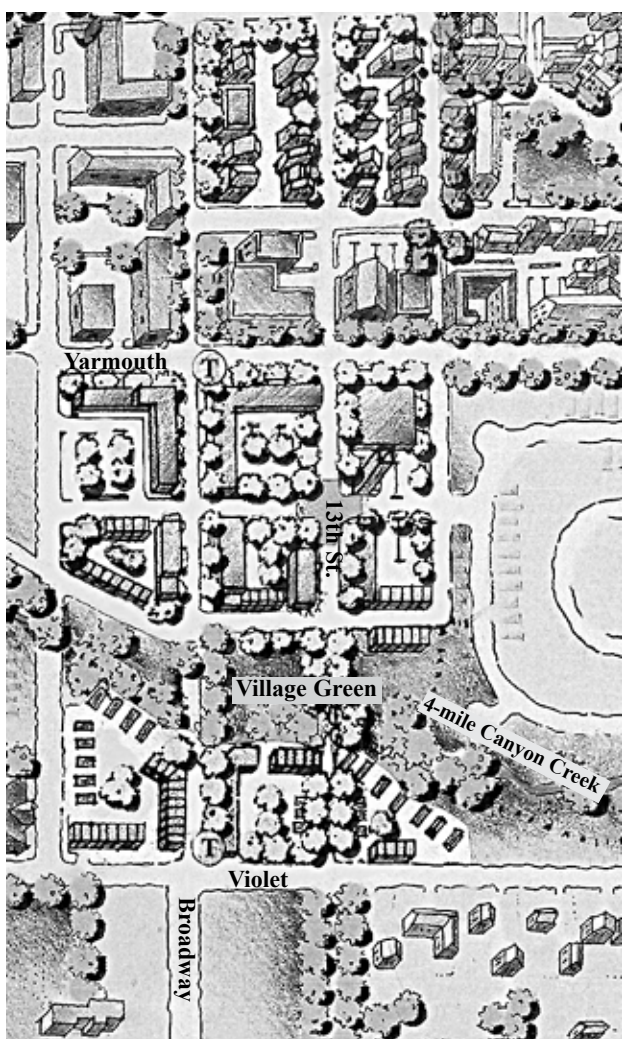
- ◆ A transition area with residential and office uses, neighborhood-serving restaurants, and personal service uses in a pedestrian-oriented pattern with buildings located close to the street and parking in the rear.
- ◆ A place where people can live and work within close proximity, possibly in the same building.

### To Industrial Areas

Between the Main Street business area and adjacent industrial areas to the north and west, there should be:

- ◆ A transition area with industrial and residential uses, and neighborhood serving restaurants, in a pedestrian-oriented pattern with buildings located close to the street and parking in the rear.
- ◆ A place where artists, crafts persons, and small industrial business owners can live and work within close proximity, possibly in the same building.

**Creative Campus**  
See pg. 17 for description of Creative Campus.



The Village Center should contain a mix of uses and a pedestrian-friendly atmosphere. It should contain good connections to the surrounding areas (across Yarmouth, Broadway, and to the adjacent mobile home park). Thirteenth Street should be designed primarily for pedestrians and bicyclists, with a plaza as its central focus. A large village green along Fourmile Canyon Creek should serve as a gateway and passive recreation area.

### Village Center

A new Village Center is proposed at the heart of North Boulder, strategically located along a major transit line and the junction of the 13th Street and Fourmile Canyon Creek bicycle/ pedestrian corridors. The purpose of the Village Center is to serve the needs of the subcommunity, upgrade the appearance of the Broadway corridor, and provide a vital activity focus for the subcommunity. It should encompass all four corners of the Broadway/ Yarmouth intersection and continue south to Fourmile Canyon Creek (see sketch above). The emphasis should be on mixed uses throughout the area, with no single-use zones. Retail, office, light industrial, residential, and civic uses should be mixed vertically and horizontally. Live/ work opportunities should also be created in the Village Center.

The streets in the Village Center should be designed with the pedestrian in mind. They should have activities, pedestrian-interest windows, and front doors along the street. Thirteenth Street should be designed primarily for pedestrians and bicyclists, and should incorporate a plaza, or gathering area.

A village green, straddling both sides of Fourmile Canyon Creek, east of Broadway, should be the central focus of the Village Center. It will act as a gateway, gathering area, and transition between the higher intensity mixed uses north of the Creek and the lower density uses south of the Creek. A linear greenway should continue along the Creek, connecting to parkland to the east.

The area south of the Creek is outside the Village Center. It should provide a transition to the surrounding residential areas (see description on p.15).

The total amount and mix of land uses that are recommended in the Village Center are approximately: 85,000 square feet of new retail, 20,000 sq. ft. of new civic; 190 new residential units, and 147,000 sq.ft. of new office uses. There should be flexibility to allow or encourage some of the office use to convert to residential use, so long as the traffic impacts are not increased and the development guidelines are complied with.

## Village Center Development Guidelines:

### Uses and Phasing

- ◆ Provide a horizontal and vertical mixture of uses: retail/ commercial, residential, office, open areas, and civic uses.
- ◆ Provide a wide range of dwelling types for a range of incomes. Provide housing which appeals to families, seniors, and adults. Vary housing types and sizes and include attached and detached houses, apartment buildings, and apartments above shops or offices.
- ◆ Provide a large village green on both sides of Fourmile Canyon Creek (at least 300' x 300' at Broadway, and at least 100' on either side of the Creek for the remaining distance of the Village Center), with a transit center nearby and adequate bike parking.
- ◆ Provide space and utility services for a public farmer's market and other outdoor neighborhood retail uses.
- ◆ Provide locations for a public library, transit center, police annex, and post office in the area (see section 7).
- ◆ Phase the development of buildings over time in completed sections, preferably in increments of different uses; avoid an unfinished appearance at any stage of the development.

### Building and Site Design

- ◆ Provide one and two-story buildings along the street with pedestrian-interest windows on the ground floor and office or residential uses above.
- ◆ Provide pedestrian-scale architecture throughout the area. Minimize blank walls and left-over space. Provide pedestrian entrances to buildings from all streets.
- ◆ Closely line storefronts along the sidewalk in order to create a pedestrian-friendly setting. To avoid monotony, storefronts may be staggered -- some should be located immediately adjacent to the sidewalk, others should be slightly setback to provide seating or a plaza/ landscape area.
- ◆ Encourage the development of facilities at a neighborhood scale.
- ◆ If there is a Village Center anchor store, it should avoid a single-entry design. It may be appropriate to provide individual street entrances to non-grocery sales areas.
- ◆ Design buildings with flexible spaces that can accommodate different uses over time.
- ◆ Locate the highest intensity uses with the most density at the core of the Village Center; decrease the intensity/ density as the distance from the core increases.
- ◆ Provide transitions between the new Village Center uses and existing surrounding residential areas.
- ◆ Face compatible building types across the street from one another. Changes in use should occur at the rear or side property line rather than down the middle of the street.
- ◆ Throughout the Village Center, plant trees for shade, separation,

and buffering from traffic flow and auto parking.

- ◆ Design with noise protection from Broadway and Yarmouth in mind. For residential and child care uses, employ noise-sensitive building placement, height and orientation, room layout, and special construction materials.
- ◆ Reclaim and protect the Fourmile Canyon Creek. Set back development from the Creek in conformance with the Creek Study (Appendix E).

### Streets and Parking Areas

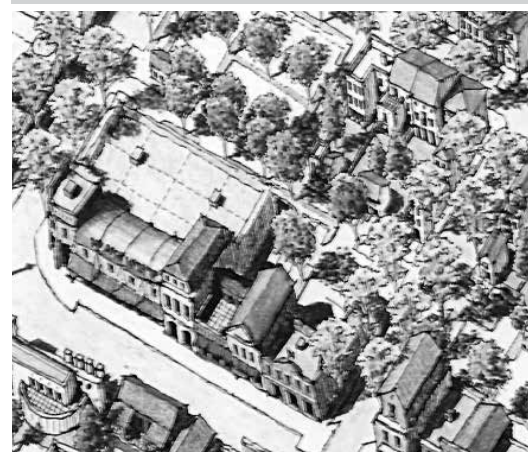
- ◆ Design streets to be multipurpose public spaces-- comfortable for the pedestrian and bicyclist-- not just as roads for cars.
- ◆ Design 13th Street to serve primarily bicyclists and pedestrians, with a central plaza as its focus.
- ◆ Design residential streets to be as narrow as possible.
- ◆ Develop alleys for service access to buildings.
- ◆ Bury power lines and add landscaping in the Broadway corridor.
- ◆ Provide on-street parking on all streets in the Village Center (see drawings on pages 23 & 24).
- ◆ Locate off-street parking behind and to the sides of buildings, not in the front. Disperse parking into small, strategically-located lots.
- ◆ Design parking areas with an emphasis on high-quality pedestrian access and circulation. Plant street trees and landscape strips in parking areas and along walkways.
- ◆ Provide sufficient, conveniently located bicycle and bicycle trailer parking, covered where possible.

### Transportation Connections

- ◆ Provide a grid of streets at walkable intervals as shown in section 8, to provide a pedestrian-orientation for the center and to avoid problems found in suburban "super-block" shopping centers.
- ◆ Provide direct pedestrian and bike access from the Village Center to trails in the area and comply, at a minimum, with the Transportation Plan (see section 8).
- ◆ At the transit center and in other locations throughout the Village Center, provide bus and bike route signage, benches, and bus shelters.

### Residential Uses

- ◆ Locate residential areas within the Village Center in desirable locations (with good views and in quiet areas), and provide good access to neighborhood amenities such as parks and open areas.
- ◆ Locate, lay out and construct residential units to shield residents from noise and traffic impacts.

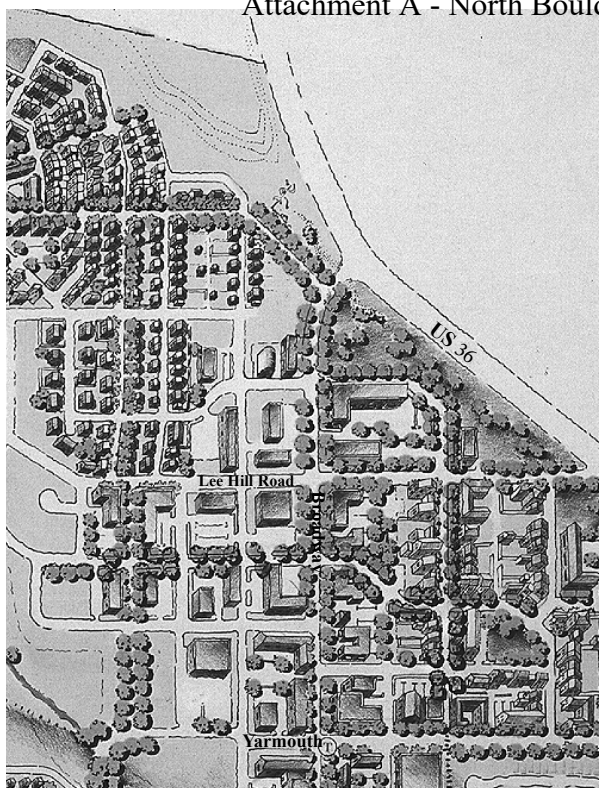


Parking in the Village Center should be located behind buildings, in small strategically-located lots, and along streets.

**Service Industrial Areas**

North Boulder currently contains approximately 100,000 square feet of office uses and 450,000 square feet of industrial uses. The office uses are located primarily in the following locations: in the County Complex at Iris and Broadway; in the North Boulder Shops center at Quince and Broadway; in Wonderland Hills; and in the Willow Springs Shopping Center at Iris and 28th Street (see map on p.15).

The industrial uses are located along Broadway and Lee Hill Road. The uses are varied, and for the most part, small. Car repair shops and self storage units are interspersed with custom detailing and stove repair shops. More than 75% of the businesses in this area have one to four employees, and over a third of these are light industry. While one of the goals of the Subcommunity Plan is to upgrade the appearance of the Broadway corridor, these businesses are extremely valuable to the area and to the City as a whole and should not be displaced. Most of the rents in this area are low compared to the rest of the City, and the uses that are located in large buildings, generate relatively few vehicle trips per square foot of building area.



The North Broadway industrial area contains numerous businesses which are varied, and, for the most part, small. While a goal of the Subcommunity Plan is to upgrade the appearance of the Broadway corridor through methods such as undergrounding power lines, adding landscaping, and reducing the number and size of signs, the uses in the area should be retained.

Photos courtesy of the Boulder Daily Camera, 1985 by Vern Walker.

Village Center Description Reference pg. 15

**Creative Campus**  
The Creative Campus area will serve as an anchor to the NoBo Art District. The Campus will include a mix of uses at a high level of intensity to add vitality and daytime and nighttime activity. Uses could include housing, retail, light industrial/manufacturing, art studios, a museum, and community open space areas

**Service Industrial Development Guidelines**

**Uses**

- ◆ Preserve the existing diversity of industrial uses in the I-E (Industrial-Established) zones.
- ◆ Amend the BVCP land use designation map to Service Industrial to clarify allowed uses which could include:
  - Manufacturing facilities that require exterior storage or operations;
  - Assembly, repair, testing and processing of durable goods;
  - Auto body and repair services;
  - Warehousing;
  - Concrete and asphalt plants;
  - Refining and distilling;
  - Recycling and transfer facilities;
  - Auto salvage yards;
  - Lumber processing and woodworking;
  - Energy generation facilities;
  - Artist studio spaces, including related light industrial process uses.



**Buildings and Site Design**

- ◆ Provide secure, covered bicycle parking.
- ◆ Plant trees for shade, separation, and buffering from traffic flow and auto parking.
- ◆ Locate buildings close to the street as shown in the streetscape sections on pages 23 and 24. Industrial buildings without pedestrian interest windows can be setback from the street, but parking lots must be screened.
- ◆ Screen parking areas from roads and pedestrian/bicycle routes by placing them behind buildings and/ or screening them with landscaping.
- ◆ Design buildings which are structurally flexible to accommodate a mix of uses during their expected life.
- ◆ Develop alleys for service access to buildings.
- ◆ Bury power lines and add landscaping in the Broadway corridor.

**EMPLOYMENT & RETAIL CENTERS ACTION PLAN**

Action	Responsibility	Cost	Timing
Develop site-specific zoning for the Village Center area. Create a graphic code which supports the development guidelines and transportation plan for this area.	Planning, Attorneys, BURA	Staff time + blight study \$7500	Immediately
During Site Review for properties in the Village Center, Provide for the development of the village green and 13th St. Plaza. Require conformance with the development guidelines and transportation plan.	Planning, Attorneys	Staff time	Immediately
Refine/ finalize gateway design and implement improvements.	Planning and Transportation	Staff time, \$7500 design consultant (does not include construction).	1-2 years
Require setback from US 36 in conformance with gateway/ buffer area design (approx, 70')	Planning	Staff time	through Site Review
Complete annexation package for Industrial Area II properties.	Planning, Transportation, City Attorney, Utilities	Staff time	1-3 years
Re-write service industrial zoning standards to support the development guidelines for industrial areas.	Planning, City Attorneys	Staff time	Immediately
Develop and implement streetscape improvements (including burying utility lines) along N. Broadway, US 36, and Yarmouth corridors.	Transportation, Planning or BURA	Staff time and blight study (\$7500); construction costs unknown.	to be determined through CIP
Amend BVCP land use designation map to Service Industrial	Planning, Attorneys	Staff time	Immediately

**North Boulder Existing and Proposed Community Facilities**

- 1 Proposed Civic Building Site
- 2 Proposed Neighborhood Park
- 3 Proposed Gateway
- 4 Proposed U.S. 36 Buffer/ Greenway
- 5 Proposed Neighborhood Park
- 6 Make-A-Mess Preschool/ Day Care
- 7 Boulder Shelter for the Homeless
- 8 Proposed North Boulder Community Park
- 9 Proposed Branch Library
- 10 Proposed Village Center Plaza
- 11 Proposed Village Green
- 12 Boulder Valley Village Park (undeveloped)
- 13 Proposed Fourmile Canyon Creek Greenway
- 14 Boulder Meadows Clubhouse
- 15 Fire Station
- 16 Boulder Meeting of Friends
- 17 New Horizon Cooperative School
- 18 Bitsy Montessori School
- 19 Crestview Elementary School
- 20 Town and Country School
- 21 First Bible Baptist Church
- 22 New Life Apostolic Church
- 23 Harmony Daycare
- 24 Nomad Theater
- 25 Foothills Nature Center
- 26 Shining Mountain Waldorf School
- 27 Shining Mountain Waldorf School Festival Hall
- 28 Wonderland Park
- 29 Wonderland Hill Clubhouse
- 30 Foothill Elementary School
- 31 North Broadway (County) Complex
- 32 County Complex Playfields
- 33 Melody Park
- 34 Catalpa Park
- 35 Pineview Park
- 36 Centennial Middle School
- 37 Proposed Neighborhood Park
- 38 Peace Lutheran Church
- 39 Elks Clubhouse
- 40 Winding Trail Park
- 41 KinderCare Learning Center
- 42 Parkside Park
- 43 Maxwell Park
- 44 **Creative Campus**

# 7 COMMUNITY FACILITIES

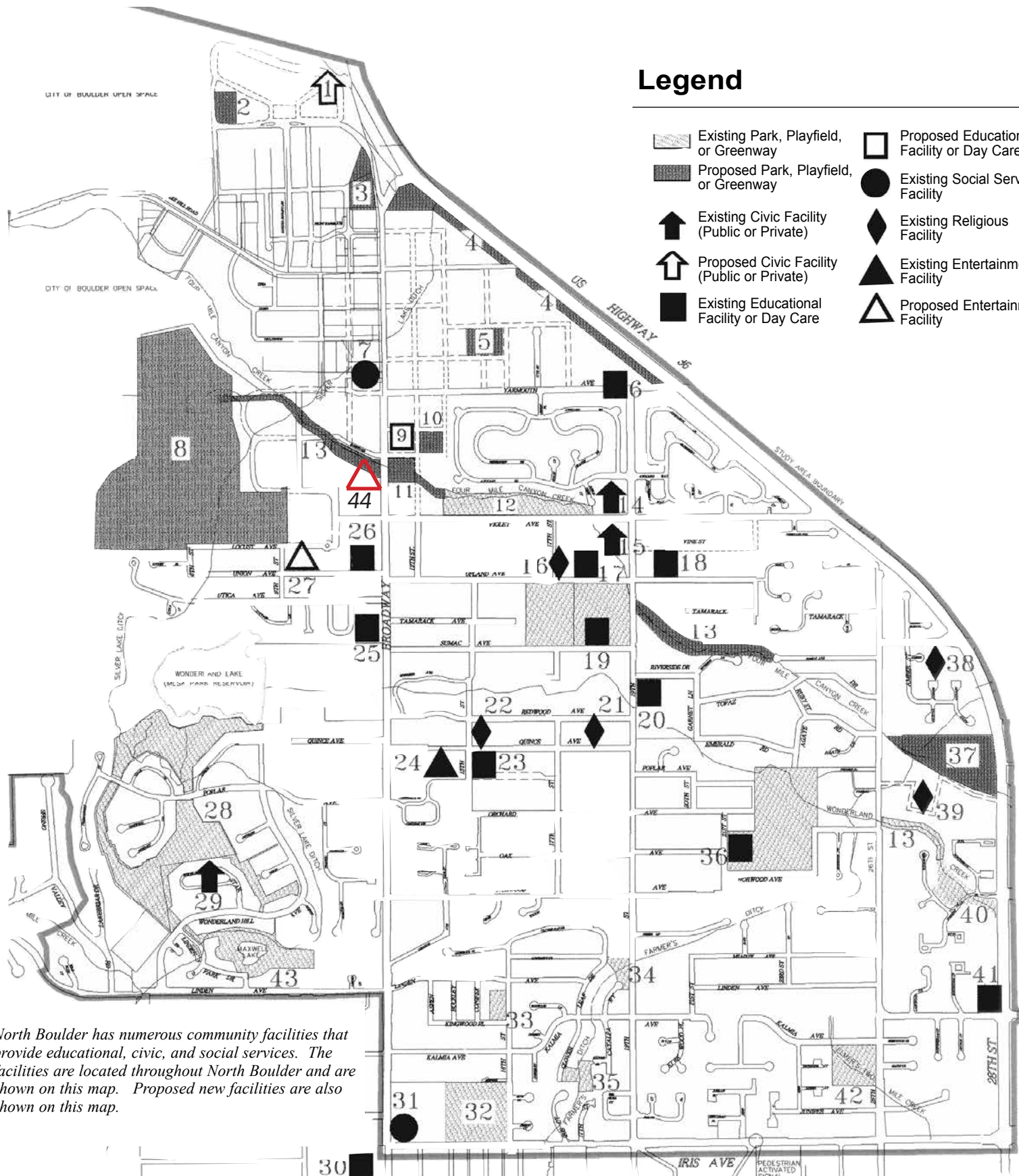
**GOALS**

- ◆ Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.
- ◆ Design neighborhood-scale and subcommunity-level centers to foster a sense of community by creating vibrant areas for people to gather. This includes: ease of access, safety, and appropriate scale.

**OBJECTIVES**

- ◆ Continue to support existing civic facilities in North Boulder including:
  - Crestview Elementary School
  - Centennial Middle School
  - Shining Mountain Waldorf School
  - Private Day Care Centers and Preschools
  - Fire Station
  - County Social Services Complex
  - Foothills Nature Center
  - Nomad Theater
  - Boulder Shelter for the Homeless

- ◆ In conjunction with the analyses of North Boulder’s future growth (section 11), examine school needs and develop options for new school sites in and near North Boulder to meet projected demands and other Subcommunity Plan objectives related to transportation, neighborhoods, etc.
- ◆ Set aside sites for civic buildings in new developments. Locate these civic sites in places of significance, and include sites for which needs are not yet apparent.
- ◆ Identify appropriate new land uses for sites that house facilities that will be moved (i.e., the County Yards, the Fire Training Center, and the National Guard Armory).
- ◆ Look for opportunities to experiment with new parking management strategies aimed at reducing the number and distance of car trips, such as shared parking with adjacent public and private users.
- ◆ At all community facilities, provide amenities for bicyclists, pedestrians, and transit riders, including:
  - secure, easily accessible covered bicycle parking;
  - benches and bus shelters;
  - trees for shade, separation, & buffering from traffic flow and auto parking; and
  - bus and bike route signage.



North Boulder has numerous community facilities that provide educational, civic, and social services. The facilities are located throughout North Boulder and are shown on this map. Proposed new facilities are also shown on this map.



## BACKGROUND

North Boulder has many community facilities that provide educational, civic, and social services (see map on page 18). Many serve multiple functions for the community, with a specialized function during the day, but available to the community for events in the evenings or on weekends.

### Schools

Among the community facilities used by the greatest number of residents for the widest variety of purposes are the public schools. In addition to their educational function, North Boulder schools are used year-round during the day and night for activities such as sporting events, active and passive recreation, meetings, and child care (before and after school, as well as in the summer). Neighborhood schools help create a sense of community. They serve to remind us of our common goals in rearing and educating children and act as gathering places for neighbors and friends.

School overcrowding was one of the high priority issues for many North Boulder residents. As of Fall 1994, Crestview Elementary School was approaching capacity and projected to exceed capacity in the coming years, and Centennial Middle School had exceeded capacity. The Crestview attendance area is east of Broadway, north of Kalmia and includes the Palo Park Subcommunity and the portion of Gunbarrel west of 63rd Street. The Centennial attendance area is north of Iris, between the foothills on the west and 63rd Street on the east. Any new school would trigger a comprehensive review of attendance boundaries. Among the issues to be addressed in drawing new boundaries would be: better balancing enrollment among schools; relieving crowding where it exists and avoiding it in the foreseeable future; minimizing students' travel distances; maximizing travel safety for students; and considering disruption to students' lives.

Boulder Valley School District (BVSD) staff participated in the North Boulder planning process to identify sites for new schools. Issues such as land cost and availability, safety of surrounding pedestrian and bicycle routes, traffic impacts to existing neighborhoods, and proximity to other schools were evaluated.

A substantial number of school-related trips could be eliminated in North Boulder if a new school were located in Palo Park. More Crestview students now live east of 28th Street than live west of 28th Street, and over a quarter of Centennial students live east of 28th Street. A school in Palo Park would be more convenient for them and would save them the need to cross 28th Street. Furthermore, more land is available at a lower cost in this area for meeting minimum school site size needs.

The school district owns three acres in the Palo Park Subcommunity, acquired through dedication. However, additional acreage would be needed to meet BVSD standards for locating a school there. Adjacent land is in the County and designated Area II in the BVCP.

Options for new schools at the Palo Park school site are: a new kindergarten through eighth grade school (K-8); a new elementary (K-5) school and expansion of Centennial Middle School; or a new K-5 and a new middle school. All three options would relieve pressure on both Crestview and Centennial. However, expanding Centennial would generate additional traffic in the area. Since land, construction and operation costs are lower for one new school than for two new schools, a K-8 makes sense. This type of school is a new concept in the school district and will be introduced in Louisville in Fall 1996. The BVSD and community would need to discuss the pros and cons of a K-8 school from a programmatic standpoint.

Although the addition of a new school or schools in Palo Park would address the issue

of over-crowding and could accommodate the future growth in North Boulder, it would not provide for a school that is walkable to many of the new neighborhoods in North Boulder. Through the public hearing process on the Plan, Planning Board and City Council supported the idea that one or more additional small school sites should be sought in North Boulder to provide for smaller, walkable schools in and near all neighborhoods in North Boulder. This would also precipitate the need to realign attendance boundaries.

### Library

A branch public library in North Boulder would add a vital service to the area. In City surveys, residents of North Boulder said they used the downtown Boulder Public Library more often than residents of the city as a whole (source: 1992 North Boulder resident survey and 1989 Citizen Survey). Additionally, almost 40% of respondents of the North Boulder survey said they would use a North Boulder branch library over 13 times per year. A number of automobile trips may be avoided by co-locating a new branch library with commercial facilities. This also may be more convenient for library patrons.

### Other Facilities

Three facilities that have been in North Boulder for many years have outgrown their sites and will be relocated in the near future. They are: the County Yards and the Fire Training Center, located on Lee Hill Road west of Broadway, and the National Guard Armory, located on North Broadway and Lee Hill Road. Since these facilities serve regional purposes, their relocation will not negatively impact the subcommunity. Additionally, moving them will eliminate potential conflicts with surrounding residential areas. The Future Growth section (section 11) outlines recommended new land uses for these sites.

Additional facilities that will be needed in North Boulder to meet the projected future growth include: a post office (listed as one of the most needed public facilities in the 1989 North Boulder Citizen Survey), child care facilities, a recycling center, transit centers (see section 8), and a police annex (additional police protection will be needed in North Boulder to serve the projected future growth).

## RECOMMENDATIONS

### Public School

- ◆ Locate a new K-8 school in Palo Park on the site currently owned by the school district. The site will have to be expanded.
- ◆ Consider another smaller school site or sites in North Boulder. Look for sites adjacent to existing or proposed parks.
- ◆ Reassign attendance boundaries to encourage walking and bicycling by students, and to minimize auto drop-offs.

### Library

- ◆ Locate a branch library in the proposed Village Center or a neighborhood center.
- ◆ Orient the library services primarily toward the needs of youth and low-income and disadvantaged populations. Literacy services, after-school activities, and pre-school functions are examples of the desired emphases for this branch.

### Transit Center

- ◆ Locate new transit centers in the Village Center and in locations shown on the Transportation Plan (section 8).
- ◆ Include features that will make transportation by bus desirable, convenient and comfortable (see page 20 for list of recommended features).

### Other Facilities

- ◆ Provide day care, post office, police annex, and recycling center at the proposed Village Center and/or neighborhood centers.
- ◆ Set aside a civic site on Mann property, to establish a strong entry to the city and create a community gathering place. The civic use could be a place of worship, a school, a park with a plaza, or a public meeting house. The design of the building or feature should be developed as part of the gateway (U.S. 36/ Broadway intersection) design.
- ◆ Through the annexation of the Nomad Theater site, allow the theater use to continue, and support residential infill on the site.
- ◆ Consider the expansion of the Foothills Nature Center as a community amenity.
- ◆ **New creative campus with space for a museum at the southern gateway to the North Boulder Art District.**

## COMMUNITY FACILITIES ACTION PLAN

Action	Responsibility	Cost	Timing
Develop branch library facility in the Village Center or in a neighborhood center: either in cooperation with the property owner/ developer (to provide a building shell or library space), or as a free-standing building.	Library, Planning, Attorneys	\$1M (City's cost for tenant finish furnishings, & equipment) - \$2.5M (if land and building must be purchased. capital (library DET), \$200,000 - \$300,000 annual operation and maintenance (urban renewal fund?))	with Village Center development (1-5 years)
Establish Urban Renewal or Assessment District to implement library, transit center, and other public facilities' development in the Village Center area.	Planning, Attorneys, Library, GO Boulder, BURA, Transportation, RTD	Staff time + blight study \$7500	Immediately
Incorporate Transit recommendations into TMP.	Transportation, GO Boulder, Planning	Staff time	Immediately
Work with BVSD to secure additional land needed in Palo Park for K-8 school during annexation of land north of Kalmia and south of Palo Park and to identify an additional school site in North Boulder.	Planning, Attorneys and BVSD	Staff time,	1-2 years
Consider expansion of Foothills Nature Center function.	Open Space	Staff time	1-3 years
Set aside NE corner of Mann prop. for civic site.	Planning	Staff time	at Major Site Review for the Mann property
Develop annexation agreement for Nomad Theater to allow continued use of theater in residential zone.	Planning, Attorneys	Staff time	with annexation of the property

# 8 TRANSPORTATION



## GOALS

- ◆ Encourage walking, biking, and transit use by providing safe, comfortable and convenient pedestrian and bicycle path connections.
- ◆ Determine locations for future transit centers. Determine methods to calm traffic speeds on neighborhood streets.
- ◆ Design a stronger entry/ gateway to the City at Broadway and U.S. 36.

## OBJECTIVES

- ◆ Pursue aggressive strategies to reduce the number and distance of car trips.
  - Slow cars, especially on high-volume residential streets near schools and where cars consistently exceed speed limits.
  - Develop physical improvements, such as narrowing existing streets.
  - Consider increased speed limit enforcement.
- ◆ Consider traffic slowing techniques on North Boulder streets as part of the Neighborhood Traffic Mitigation Program, which will prioritize streets to receive mitigation measures, based on City-wide needs and cost/benefit assessments. Provide recommendations to the program for highest priority improvements in North Boulder.
- ◆ Test mitigation solutions first with temporary structures, before more expensive, permanent solutions are installed.
- ◆ Mitigate traffic noise when developing traffic speed mitigation.
- ◆ Examine problems and issues associated with poor east-west circulation in the central part of the subcommunity, including traffic flow and volumes, air quality, and safety. Identify solutions that would be most appropriate and effective. Consider alternative solutions including:
  - creating more street connections,
  - improving pedestrian/bicycle system,
  - calming traffic,
  - encouraging school children to walk, bike and take the bus to school, and
  - locating any new school where traffic will be reduced.
- ◆ Inter-connect the street network in new neighborhoods, both internally and with existing streets, so that the traffic load on residential streets is equitable, car trip distances are minimized, and walking and bicycling are convenient.
- ◆ Increase opportunities for safe and efficient pedestrian and bicycle travel throughout the subcommunity by:
  - developing long, continuous routes within the subcommunity and connecting to existing or future routes in adjacent subcommunities (Central Boulder and Palo Park);
  - identifying and resolving missing links, both on-street and off-street, so that systems are complete;
  - providing and enhancing bike lanes on collector and arterial streets for cyclists seeking direct, high-speed routes;
  - installing sidewalks on school routes;
  - not allowing future street closures or right-of-way/ easement vacations in areas where bicycle or pedestrian access might be appropriate in the future.

- ◆ Make getting around by bus a convenient and attractive alternative to driving.
  - Provide recommendations for extending bus service to major new destinations and established areas that lack service.
  - Consider a frequent circulator internal to the subcommunity, providing service between residential areas and subcommunity centers.
  - Provide transit centers with shelter from the elements, seating, covered bicycle parking, schedule and fare information, and newspaper racks. Additional features could be: pay telephones, real time bus video display, a snack and/ or coffee shop, a convenience store, bicycle storage lockers, a bank teller machine and/or a dry cleaner.
- ◆ Elevate the quality of street design, so that streets are more attractive and inviting for pedestrians, bicyclists, bus riders, and drivers.
- ◆ Strengthen the sense of entry by car into the City at the north end of the subcommunity.

## BACKGROUND

### Overall Circulation

The layout and design of an area’s streets and paths have a tremendous effect on neighborhood livability, design, and character.

Accordingly, much emphasis was placed on the development of an overall circulation system for North Boulder. The goals were to:

- create an integrated network of streets, yielding more path options for both motorists and users of alternative travel modes;
- establish blocks that are small, better serving pedestrians and helping calm traffic;
- develop a land use pattern that would not require future road widening (for more on this, see section 11); and
- view streets as multi-purpose public spaces, not just roads for cars.

The design of the circulation system considered not only traffic capacity, but also neighborhood character and pedestrian and bicycle-friendliness. The recommended circulation system, the Transportation Plan, is shown on pages 24 and 25. Immediately following the adoption of this plan, City Council approved an ordinance to ensure implementation of the Transportation Plan. When properties in North Boulder develop or redevelop, Section 9-3.3-14(b) of the Boulder Revised Code now requires that rights-of-way in conformance with the North Boulder Right-of-Way Plan are reserved or dedicated to the city. The Transportation Plan in this section reflects the ROW Plan at the time this plan was printed. It reflects amendments made by Planning Board and City Council in the Crestview East and Crestview West areas in 1997. However, subsequent amendments may have been made. For the most recent ROW Plan, check with the city Planning Department.

### East-West Connections

One of the specific circulation issues that was evaluated in the planning process was the incomplete street network in the area bounded by 19th and 28th, Iris and Violet. This system results in a few streets carrying most of the area’s traffic. Development in this area in the last ten years occurred without a transportation plan at the neighborhood level. New developments in many areas did not incorporate east-west connections and many existing east-west streets were closed. Although traffic volumes are well within the streets’ capacity, the few

east-west through streets that remain carry a disproportionate load of traffic. The pedestrian and bicycle system in this area is incomplete, yet Crestview Elementary School and Centennial Middle School are located here. The circulation problem has two sources.

- First, the number of street connections are limited so streets such as Violet, Upland, Sumac, Redwood, and Quince have very long blocks, up to 1500 feet. More walkable street networks have 300 foot blocks. The result is that north-south pedestrian and bicycle travel is funneled onto 19th and 26th Streets, busy collectors that are less than desirable for walkers or bicyclists, who prefer quieter streets.
- Second, most of the streets lack sidewalks, bicycle lanes, and safe crossings. There are no school crossing guards and no signalized crossings on 19th Street. Not surprisingly, parents are reluctant to have their children walk or bike to school.

Children are being driven to these two schools at a higher rate than the national average. This and the fact that automobile trips to and from these schools constitute as much as 40% of traffic in the area became a key factor in determining how to address the east-west connections problems discussed above.

Many alternatives were analyzed in the planning process, including adding or opening streets. A transportation study done by the City (Appendix D) indicates that, because the biggest traffic-generators in this area are two schools, and one is located on a through street, opening one or two new streets would only reduce traffic on existing through streets by approximately 10% to 20%.

In the end, therefore, the Plan recommends creating a fully connected system in new areas-- so as not to repeat past problems-- but, in existing established areas, to focus first on making walking and biking safe and convenient (see recommendations on page 22). If car trips are converted to bicycle or walking trips, it will reduce through traffic and allow more children to get safely to school by themselves. A combination of physical improvements to pedestrian/ bicycle on-street and off-street systems, traffic-calming measures, and walk/ bike/ bus promotion programs would be a more cost effective, less disruptive way to ease the traffic impact on through streets than opening and creating new east-west streets in existing established areas.

### **Pedestrian and Bike Facilities**

As a whole, the subcommunity lacks a completely connected network of pedestrian and bicycle paths, lanes and routes. The Transportation Plan on page 26 recommends an improved network including connections to existing and future destinations, such as new parks, shopping and residential areas. In addition to the east-west bicycle and pedestrian routes along and near the creeks, recommendations for completing two routes to downtown, one along 9th Street, the other along 13th Street are shown on the Plan.

In many locations, simply creating pedestrian cut-throughs or short paths, such as at the end of culs-de-sac, could greatly reduce walking and biking distances without affecting neighborhood character, and are shown on the Transportation Plan. Also, routes along North Boulder's many low-traffic residential streets, which feel safer and more attractive to many bicyclists and pedestrians than routes along major streets, are shown.

### **Traffic speed**

Traffic speed is another safety issue for children walking and biking to school. Besides the sense of threat and disrespect that driving over the speed limit conveys to residents, faster cars are noisier, especially as they stop and accelerate at stop signs.

The Norwood street improvement project, which was under way when the subcommunity planning process started, explored options

for calming traffic on that street and nearby intersections. A new Neighborhood Traffic Mitigation Program, administered by the Transportation Division, will handle this issue in North Boulder, as throughout the City.

### **Traffic noise**

Traffic noise also was a concern expressed by many residents of North Boulder, especially residents near 28th Street. There is minimal to no sound buffering on 28th Street (US 36) to shield the residential neighborhoods from its noise impacts. The fencing that now exists along parts of the corridor cuts some traffic noise, but earth berms, which are far more effective, are few and modest. Traffic noise will become an even more serious problem with time, as traffic on US 36 is projected to increase, and housing units are expected to be built in the Yarmouth North area, thereby subjecting even more people to US 36 traffic noise. Noise impacts from Broadway also may become a more pressing issue as traffic increases there. The plan recommends careful, noise-conscious site layout, building design, and noise buffers, so that new development can provide its tenants and/or residents a better, more peaceful quality of life.

### **Street character**

In addition to the location of streets, the planning process defined the desired street character. Specific street cross-sections are shown on pages 23 and 24. Where cross-sections are not provided, narrower streets with detached sidewalks are preferred wherever possible.

#### **North Broadway**

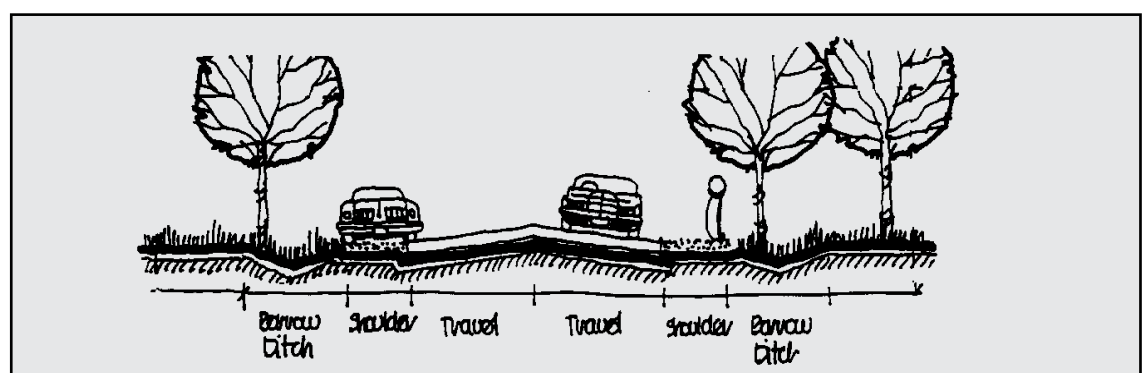
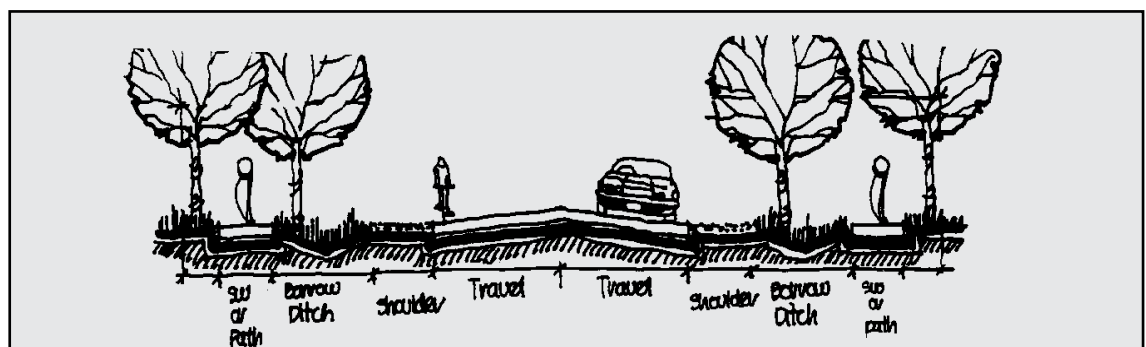
While a general cross-section is shown for North Broadway, the development of a detailed plan for the streetscape is under way as one of the first phases of implementation of the Plan. New development or redevelopment along Broadway will be expected to comply with the streetscape plan once it is adopted.

#### **19th Street**

A redesign of 19th Street to reduce traffic speed, improve pedestrian safety crossings near school routes, and add continuous detached walks along both sides is also recommended as a later implementation phase of the plan.

#### **Rural Streets**

For streets in the lower density residential areas of North Boulder, residents have expressed an interest in maintaining the character of the "rural" street section, characterized by no sidewalks, grassy borrow ditches instead of curb and gutter drainage, no or few painted traffic lines, and little street lighting (see illustration below). From an environmen-



A typical North Boulder "rural" street section which features borrow ditches and no street lighting. On streets where densities are low and traffic is very light (in Githens Acres, for example, where the streets do not connect), pedestrians and bicycles are safe and comfortable walking in the street. On routes to school (Sumac and Upland, for example), separated paths or sidewalks are essential. With the adoption of Residential Access Project (RAP) street standards, most streets generally have enough right-of-way to install detached walks without the use of curb and gutter drainage. In other cases, such as on 19th Street, curb and gutter will be required to have space for detached walks along the complete stretch of the road.

tal standpoint, borrow ditches are preferable to the piped drainage offered by curb and gutter, since it allows storm water to percolate back into the ground, filtered by the soil as it flows. Some of the semi-rural roads, particularly the arterials and collectors, are key routes to school and therefore need detached side-walks.

These roads will be studied in more detail to determine whether there is enough space to accommodate both a borrow ditch and a walk. Efforts will be made to keep borrow ditches wherever possible, to maintain a rural quality and enhance storm water quality.

**Other Streets**

Recommendations related to street character are included in other sections of the Plan (for example, the development guidelines in sections 5 and 6).

Generally, they include:

- that the outer edge of development (along parks, open space, etc.) should be faced by the fronts of buildings, not the backs; and
- that alleys should be used wherever possible to provide a “service” side to properties and reduce curb cuts and sidewalk interruptions on the “public” side of lots.

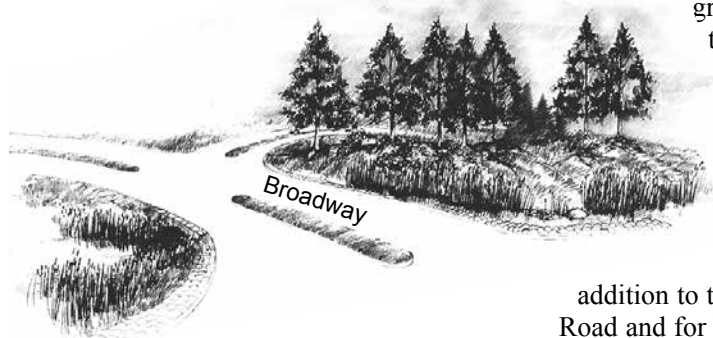
In most cases on-street parking is seen as desirable because it disperses parking, minimizes the need for expansive lots, and provides a buffer between pedestrians and passing motorists.

**Gateway**

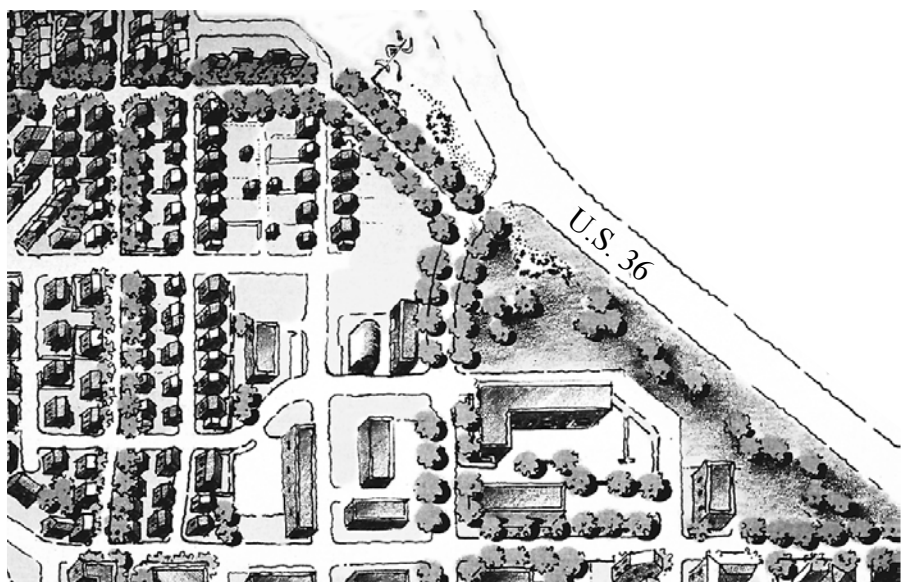
The northern edge of North Boulder, where Highway 36 intersects Broadway, is a major entrance to the City. Drivers entering from the north pass through this intersection. This area is where the gently rolling grasslands along Highway 36 give way to the more urban landscape of commercial and industrial buildings and, further on, residential neighborhoods. The Plan gives careful consideration to the visual quality of the redevelopment planned for the sites bordering the entrance to the City, because of the visual prominence of these sites. In

addition to the development guidelines for Lee Hill Road and for Yarmouth North (pages 11 and 12), the Plan recommends the development of a North Broadway streetscape plan as one of the first phases of implementing the Plan. The streetscape plan will address how to improve the appearance of industrial parcels on the west side of Broadway near the entrance to the city. It will also create a more detailed plan for the Highway 36 and Broadway intersection. During the North Boulder planning process, several alternatives for the gateway were considered. The concept that was favored and is recommended here is that the gateway focus on landform and landscape design rather than on any architectural treatment or “statement.” It should reflect the natural beauty of the city and accentuate views from this area to the foothills, possibly by slightly raising the Broadway/ Highway 36 intersection.

*The proposed gateway area should provide a transition from the open space areas to the north and the developed areas of North Boulder, and should re-align the Broadway/US 36 intersection.*



*The gateway to the city from the north should focus on landform/ landscape design rather than on an architectural treatment. It should reflect the natural beauty of the city and accentuate views from this area to the foothills, possibly by slightly raising the Broadway/US 36 intersection. The landscape material and placement and final design should address the wildfire hazard in the area.*



**RECOMMENDATIONS:**

**Connections:**

- ◆ See Transportation Plan on pages 25 and 26 for all connection recommendations. Included are existing and proposed:
  - pedestrian and bicycle routes, paths, and lanes,
  - streets,
  - pedestrian/ bike underpasses,
  - ped activated signal locations,
  - intersection improvements,
  - transit super stop locations, and
  - transit routes.

A list detailing the proposed connection improvements and their estimated costs is provided as Appendix B.

- ◆ In the central part of subcommunity, focus on reducing school-related car trips and calming traffic on existing through-streets, rather than on creating new east-west street connections. This should include:
  - providing new ped/bike connections (see Transportation Plan, p. 26);
  - improving existing bicycle/ pedestrian connections, including detaching walks along 19th Street;
  - providing underpasses on Violet, Upland, and 19th Street at Fourmile Canyon Creek by Crestview School
  - Locating a new school east of 28th Street, in the Palo Park area;
  - working with Crestview and Centennial to promote walking, biking and riding the bus to school (could include organizing a volunteer crossing guard program and developing pilot program which could be a model for other schools);
  - making physical improvements to slow traffic (see priorities under traffic speed); and
  - monitoring the success of these efforts for five years (or less if significant changes occur in the area) before considering new streets.

If at the end of the monitoring period, more east-west connections are found necessary, vehicular connections should be reconsidered in order to more equitably distribute the traffic burden.

- ◆ Initiate a process such as an assessment district to develop equitable funding mechanisms to establish the desired pedestrian, street, and bicycle system.

**Location of Public and Private Facilities:**

- ◆ Locate a new neighborhood-scale school in North Boulder within walking distance of new neighborhoods.
- ◆ Locate a new school east of 28th Street to primarily serve students living east of the subcommunity, in order to reduce traffic through existing North Boulder neighborhoods.
- ◆ Incorporate a branch library, postal station, and day care center, into the Village Center (along with retail, business and personal services, office and residential uses), so people can accomplish multiple tasks in a single car trip and make use of new pedestrian, bicycle and bus facilities.

**Traffic Speed:**

- ◆ Re-design 19th Street north of Norwood to reduce traffic speed and provide safe pedestrian access. The design should consider street narrowing, detached sidewalks, and most likely, curb and gutter.
- ◆ The Neighborhood Traffic Mitigation Program will decide the priority and timing of traffic-calming efforts on North Boulder streets in the context of others in the city. Highest priority streets in North Boulder should be high-volume residential streets near schools where autos consistently exceed speed limits and where mitigation planning projects have long been under way. These include Norwood, 19th Street, and Kalmia east of 26th Street.

**Traffic noise:**

- ◆ Require the design of new residential development along Yarmouth, Violet, Broadway and U.S. 36 to minimize and mitigate noise impact (building placement, orientation and height, room layout, construction materials, noise buffering).
- ◆ Require substantial building and pavement setbacks (approximately 70 feet) along US 36 to strengthen the gateway concept, provide a linear parkway, and buffer the highway's noise and visual impacts. It should include a multi-modal path. The specific buffer design should be developed with the final gateway design.
- ◆ Incorporate noise mitigation in the design of any improvements to US 36.

**Gateway:**

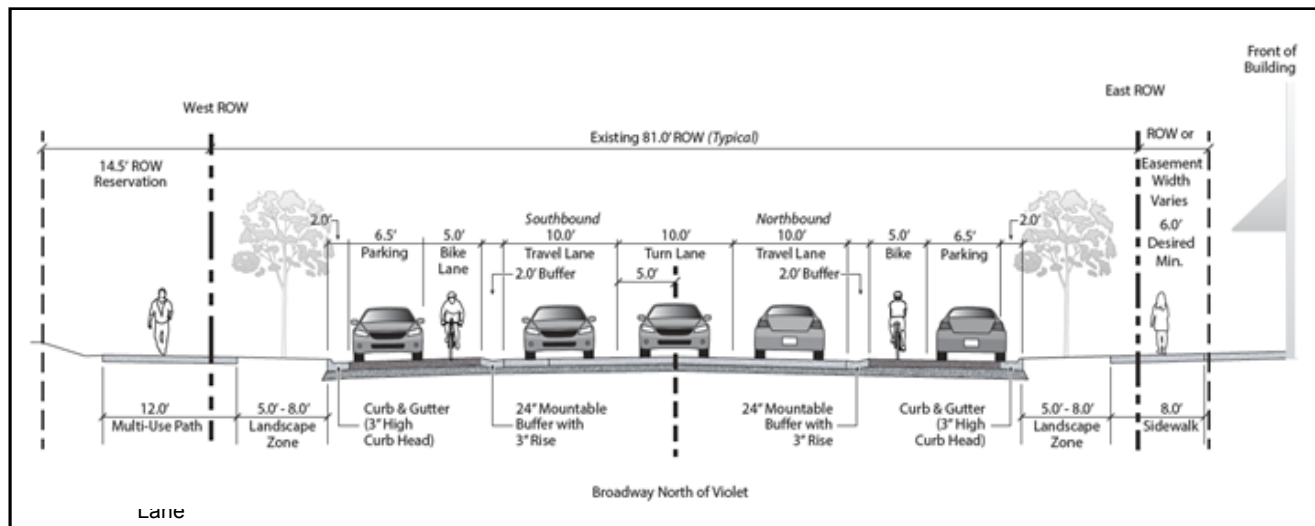
- ◆ Design and construct a gateway to the northern entrance to the City:
- ◆ Focus design on natural landscape/landform, rather than adding architectural or monumental elements.
- ◆ Improve the intersection of Broadway and US 36 by re-aligning it so that the roads meet at a right angle.
- ◆ Develop a linear greenway at US 36 & Broadway that stretches south along US 36.
- ◆ Provide a subtle transition from the gateway intersection to the Broadway corridor. Develop design guidelines for the streetscape in this area.
- ◆ Acquire the State road maintenance facility and other key private properties as needed to implement the gateway design.
- ◆ Strengthen the sense of entry by locating a civic building or three-dimensional feature on the most northeastern part of the Lee Hill Road Area (see Lee Hill Rd. Area Development Guidelines on page 10).

**Street Design:**

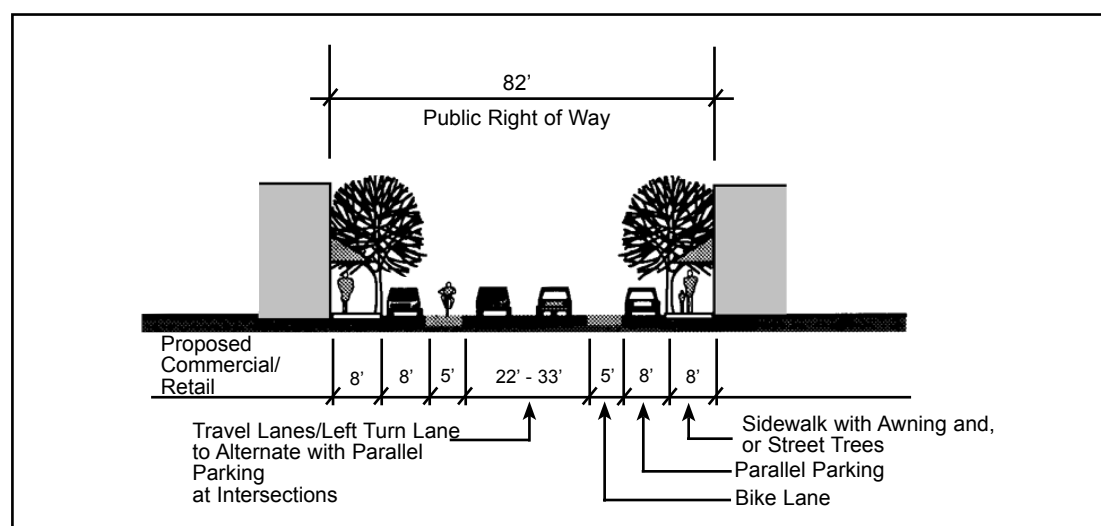
- ◆ Maintain rural street character in the central part of the subcommunity to the greatest extent possible.
- ◆ Design streetscapes in conformance with the streetscape plans below, or subsequently adopted streetscape plans (e.g., North Broadway). Bury utilities on Broadway.

**TRANSPORTATION ACTION PLAN**

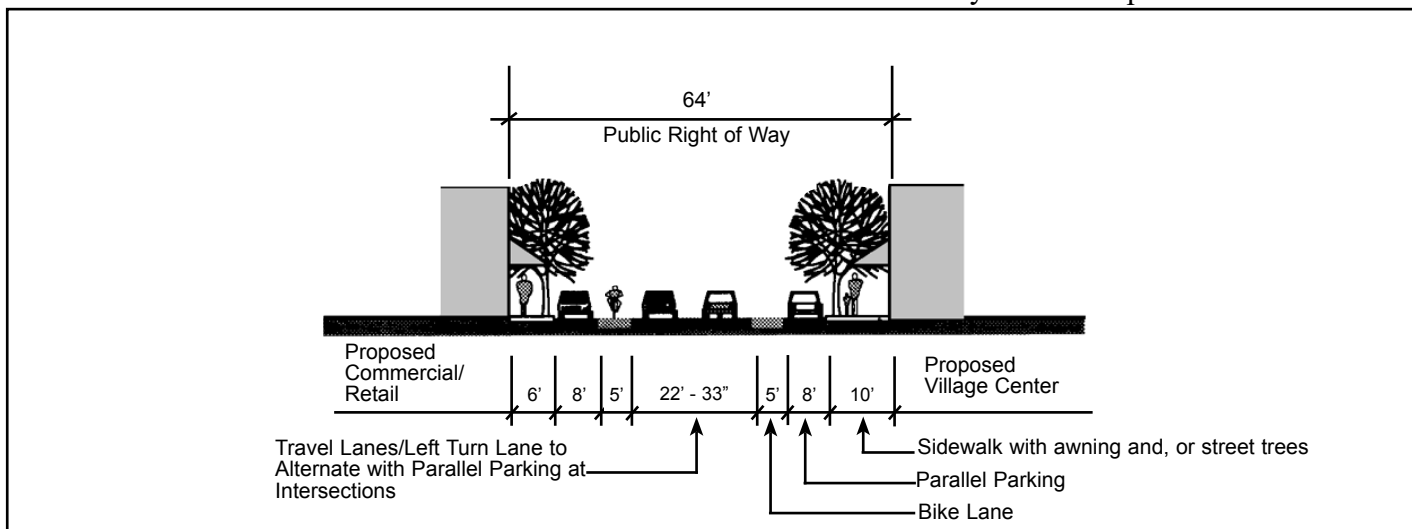
Action	Responsibility	Cost	Timing
Develop ordinance to require compliance with the Transportation Plan during development or redevelopment of properties.	Planning, Attorneys, Transportation	Staff time	Immediately
Explore use of assessment or urban renewal district for equitable funding of street/path improvements in North Boulder. Also consider these strategies along with underground fund for streetscape improvements along North Broadway per streetscape plans and utility underground recommendations in the Plan.	Planning, Transportation, BURA, Attorneys	Staff time	Immediately
Work with Boulder Valley School District to secure additional land needed in Palo Park during annexation of land north of Kalmia and south of Palo Park and to locate an additional school in North Boulder.	Planning, Attorneys, and BVSD	Staff time	1-3 years
Work with Crestview and Centennial to develop a school program to encourage walking and biking to school	Transportation, Planning, BVSD	Staff time	1-3 years
Refine/finalize gateway design and strategy for implementing improvements	Planning and Transportation	Staff time, \$7500 des. cons.	2-3 years
Incorporate traffic speed and traffic mitigation recommendations from page 22 into the Neighborhood Traffic Mitigation Program.	Planning, Transportation GO Boulder, BURA, Attys	Staff time	Immediately
Develop regulatory changes to discourage new cul de sac and flag lots	Planning, Attorneys, Transportation	Staff time	Immediately
Upgrade County enclave streets	Transportation	\$1.5M	after annex.
Develop regulatory changes to ensure compliance with streetscape designs identified in the Plan (Broadway, Lee Hill, Violet, Yarmouth, US36). Rewrite zone district standards to require "build-to" rather than "setback" lines.	Planning, Attorneys, Transportation	Staff time	Immediately
Re-design 19th Street to reduce traffic speed, improve pedestrian safety crossings near school routes, and add continuous detached walks along both sides	Planning, Transportation	\$10,000 design plan construction price N/A	3-5 years



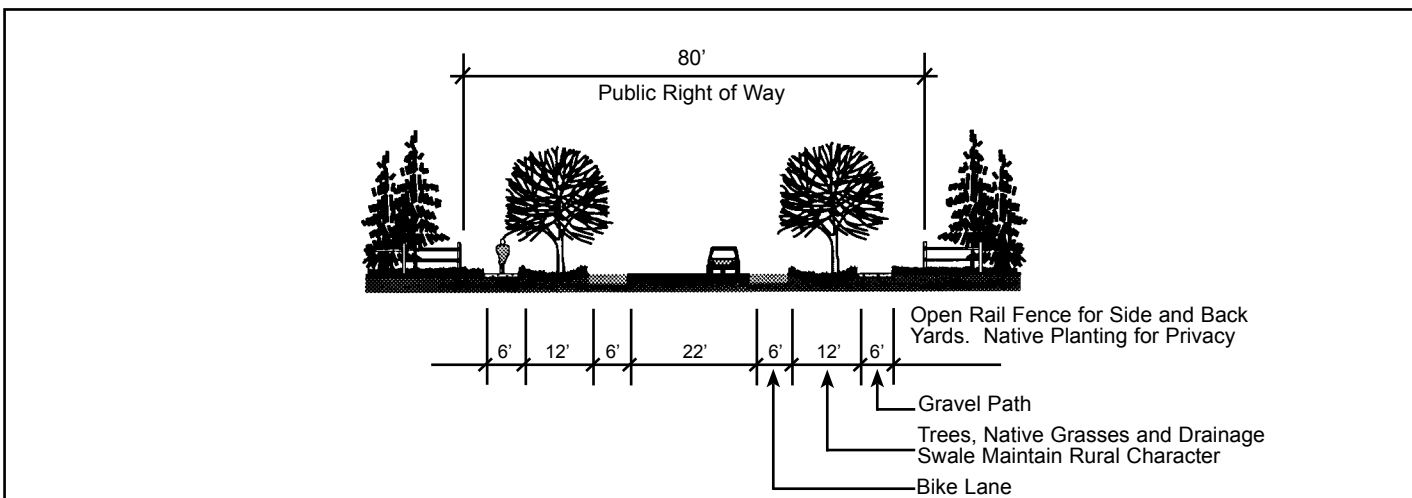
- ◆ **Broadway in the commercial area** . This detailed streetscape plan for Broadway was developed through the North Broadway Reconstruction Project (2014-2020).



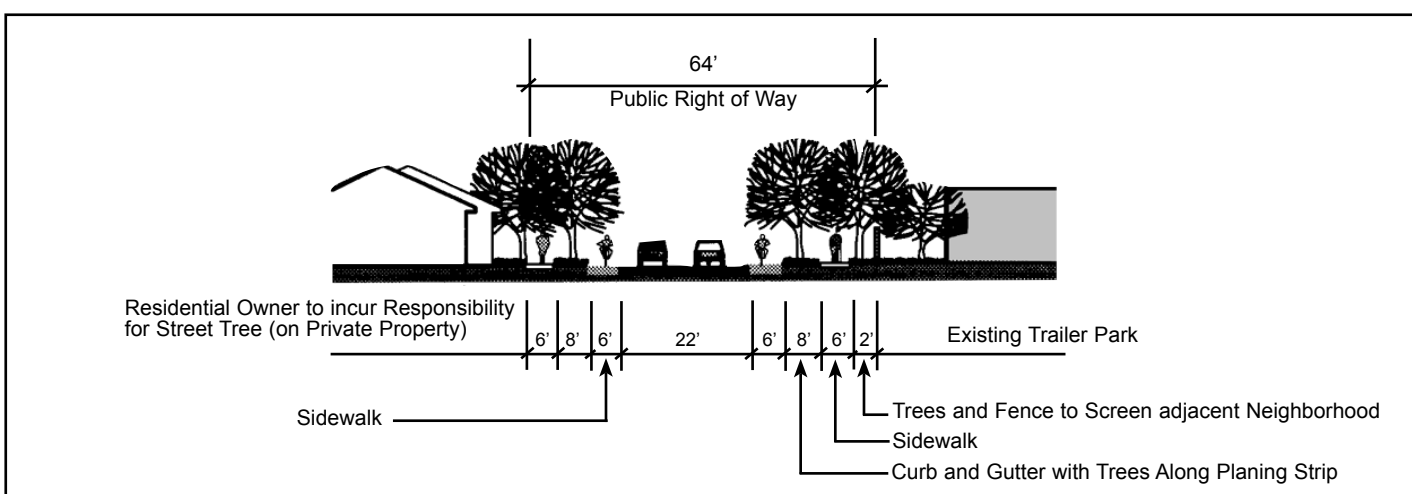
- ◆ **Lee Hill Road in the commercial area from 11th Street to Broadway**



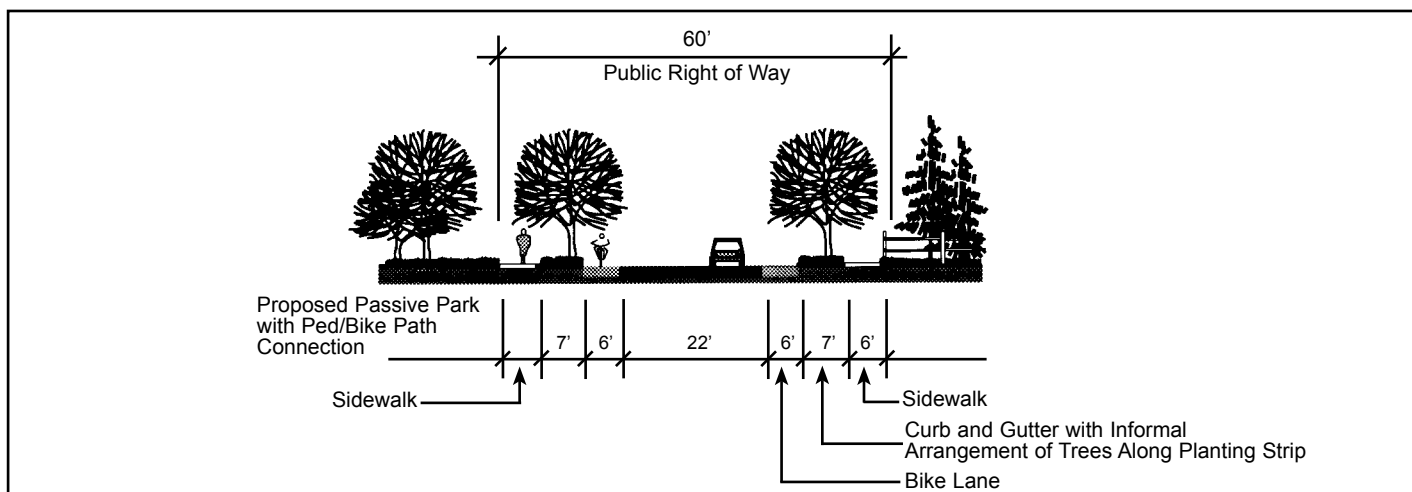
◆ Yarmouth in the commercial area: from 11th Street to 14th Street



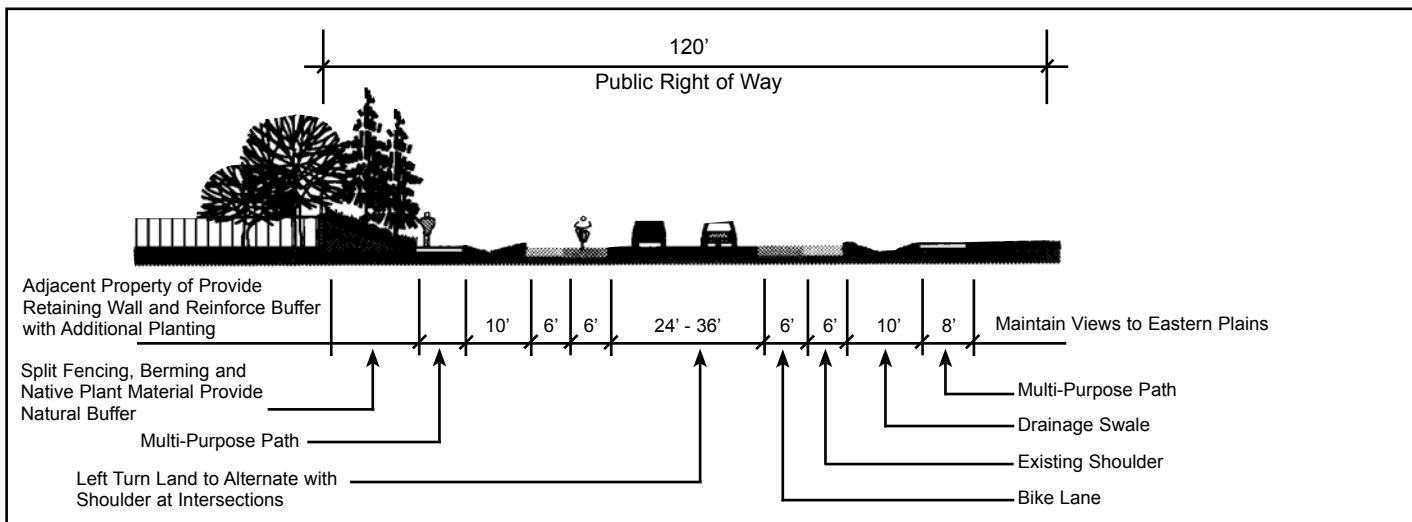
◆ Lee Hill Road in the residential area: from 11th Street west to the city limits



◆ Yarmouth in the residential area: from 14th Street to U.S. 36

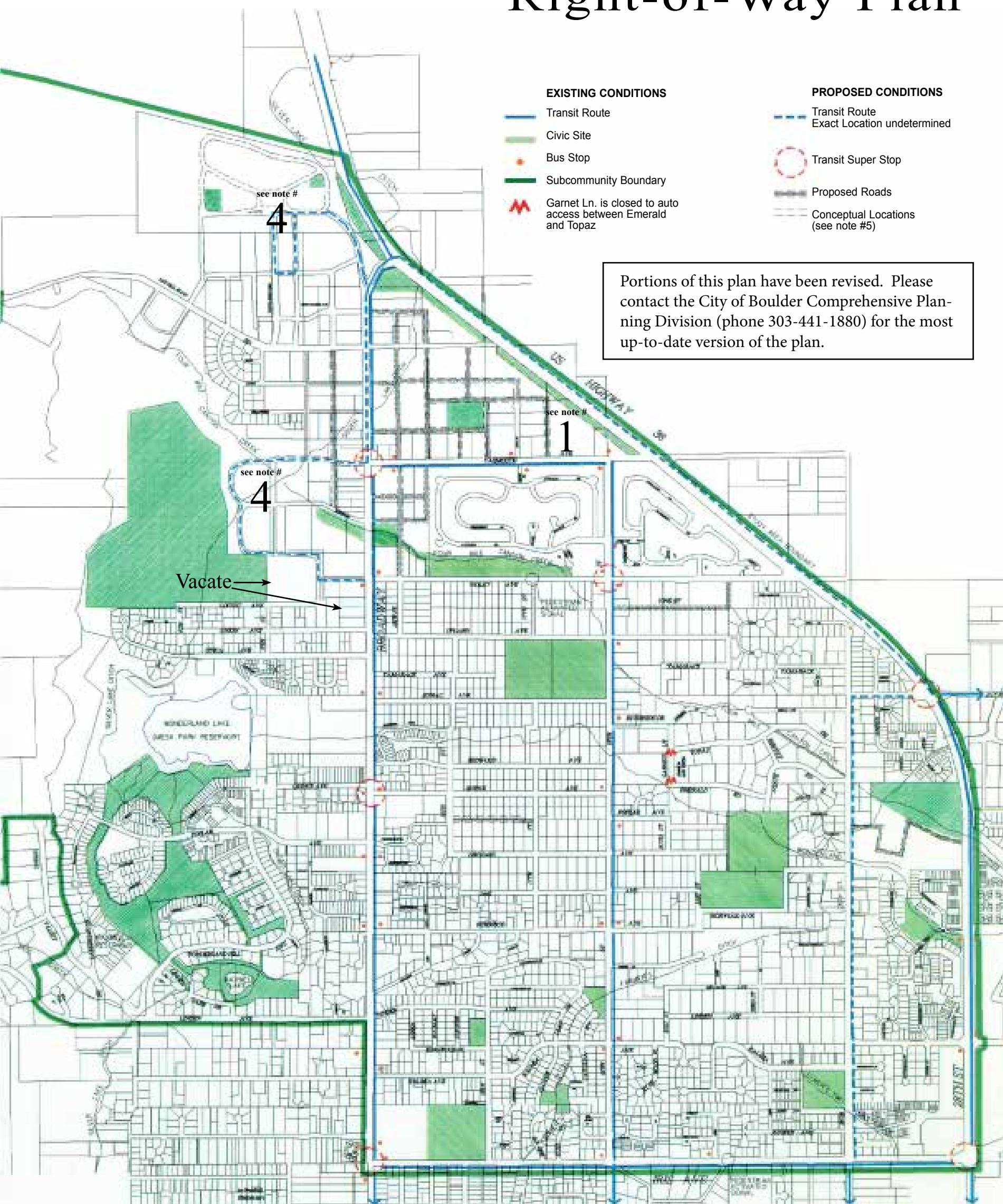


◆ Violet Avenue



◆ US 36 north of Yarmouth to Broadway

# TRANSPORTATION PLAN: Auto/Transit Improvements Right-of-Way Plan

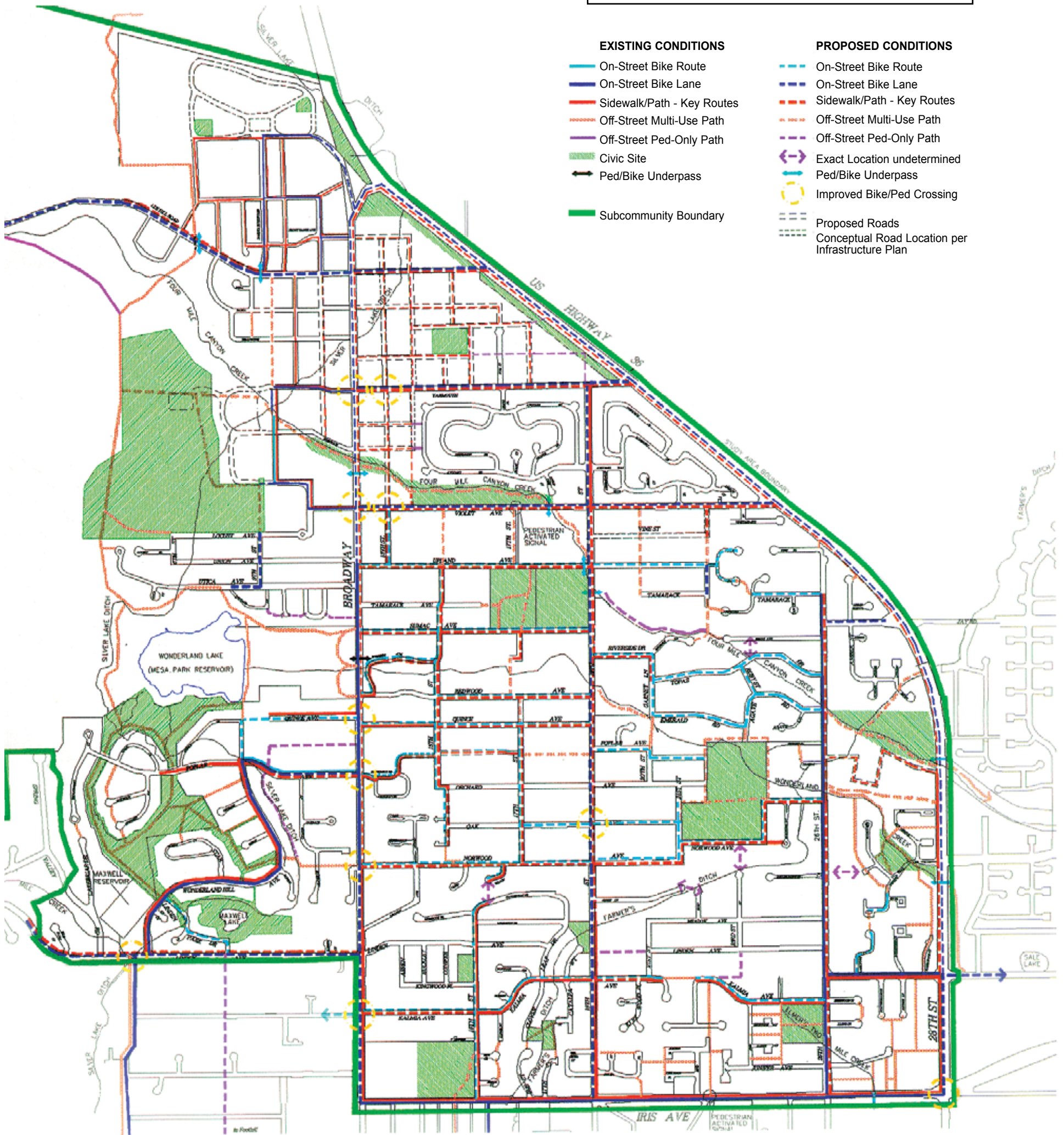


**NOTES:**

1. Through the Site Review and annexation processes, additional street ROWs will be needed in the Yarmouth North area.
2. Streets installed in the Lee Hill Road area should be built for slow speeds (i.e. as narrow as possible, and with traffic calming designs).
3. Street alignments west of Broadway are intended to reflect the previously adopted North Boulder Infrastructure Plan, with the addition of a single north-south street between Lee Hill Road and Yarmouth Avenue in approximately the 11th Street alignment.
4. As with the adopted North Boulder Infrastructure Plan, streets shown on the Mann property and Foothills property are shown as conceptual locations only. Final street layouts in these areas should be consistent with the development guidelines and finalized during the Site Review process.

# TRANSPORTATION PLAN: Bicycle/Pedestrian Improvements Right-of-Way Plan

Portions of this plan have been revised. Please contact the City of Boulder Comprehensive Planning Division (phone 303-441-1880) for the most up-to-date version of the plan.



Note: The existing multi-use paths east of Wonderland Lake shall remain as soft surfaced paths.



# 9 OPEN SPACE & NATURAL RESOURCE PROTECTION

## GOALS

- ◆ Respect the historic, aesthetic and environmental significance of such amenities as views, open space, the city edge, distinctive topography, creeks and irrigation ditches.

## OBJECTIVES

- ◆ Protect and restore riparian/wetland habitats and water quality.
- ◆ Minimize the impact of development and human activity on natural resources on Open Space and elsewhere.
- ◆ Prevent erosion of views to the west and of the night sky.

## BACKGROUND

### Creeks

Four creeks cross the North Boulder Subcommunity. From north to south these are: Fourmile Canyon Creek, Wonderland Creek, Two Mile Creek and Elmer's Two Mile Creek.

Fourmile Canyon Creek is the second longest tributary of Boulder Creek (after South Boulder Creek). Its headwaters are in a draw above the settlement of Sunshine on the eastern slopes of Butzel Hill and Bighorn Mountain. Fourmile Canyon Creek travels five and a half miles before entering the City proper at Lee Hill Road. It wanders southeast through the North Boulder Subcommunity and exits the Elks Club property at U.S. 36. Although much of the Fourmile Canyon Creek riparian corridor through the subcommunity is channelized and degraded, there are stretches that have retained many of their natural features and continue to function as wildlife habitat. For example, the stretch of creek that runs between the Boulder Valley Village Park and Boulder Meadows mobile home park, provides food and cover for urban wildlife.

As Fourmile Canyon Creek continues south of Violet Avenue and flows through unannexed residential properties, its character changes slightly, mostly due to the varied treatment of the creek by landowners. Although much of the tree and shrub cover remains, the proximity of development limits the extent to which portions of the corridor attract a diversity of wildlife. Where the creek flows through the Elks Club property, the presence of significant native vegetation (including a cottonwood overstory) and the relatively low density development along this stretch, again provide needed habitat for some urban wildlife and help protect the water quality of the creek.

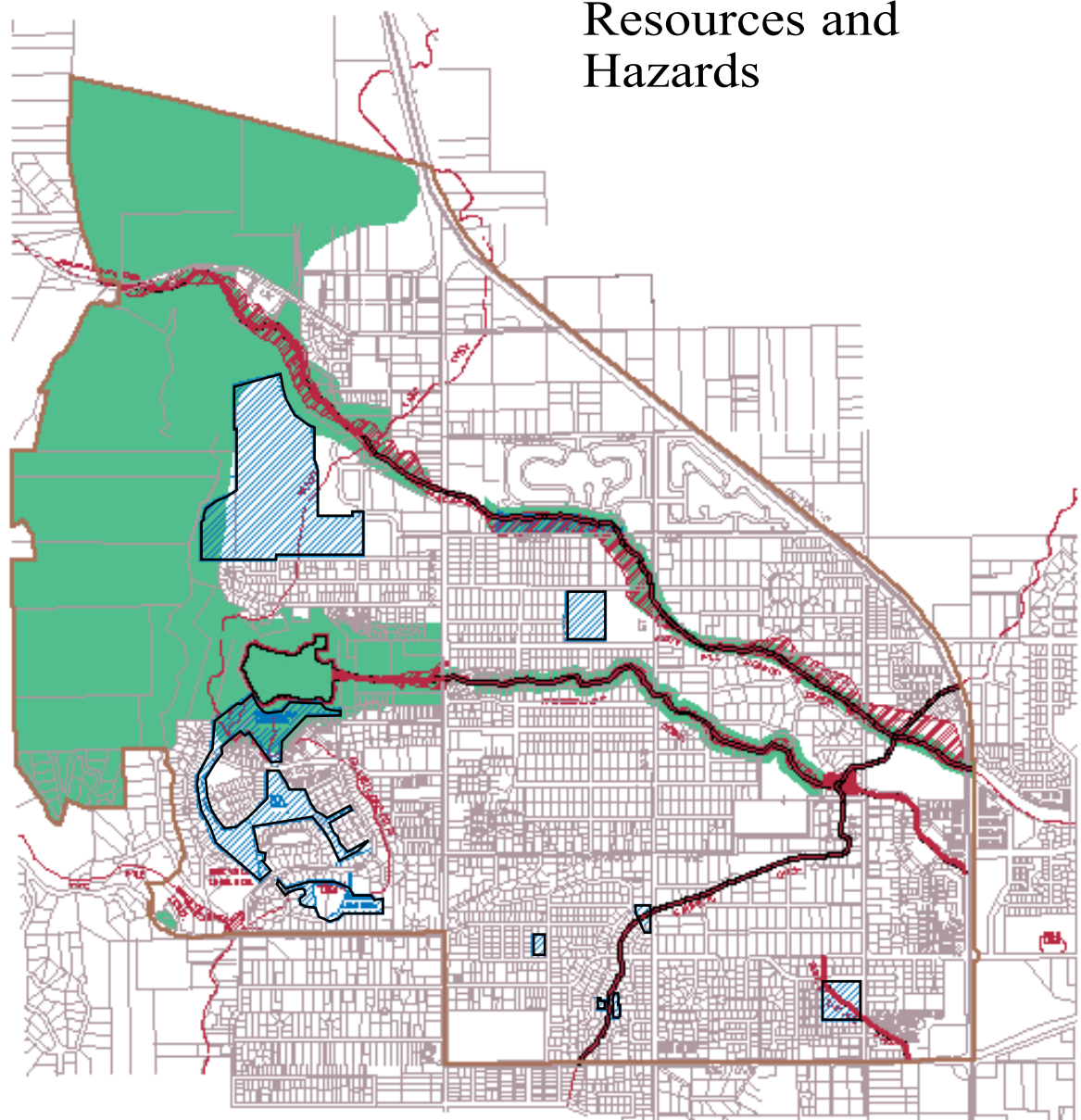
Wonderland Creek is a relatively small drainage that has been both enhanced and degraded by urbanization in the area. The creek probably originates from springs and drainage of the ridge between Linden Avenue and Lee Hill Road. This drainage arises as an intermittent creek within the subcommunity and leaves the area at 28th Street in the vicinity of Winding Trail subdivision.

Two Mile Creek is a moderately sized drainage which arises between Sunshine and Fourmile canyons. It enters the City along Linden Avenue, leaves the subcommunity at Iris and Broadway and eventually joins Goose Creek. Elmer's Two Mile Creek originates at springs and seeps in by Kalmia Meadows subdivision. It exits the subcommunity at Iris and Folsom.

Farmer's Ditch and Silver Lake Ditch also flow through the subcommunity. Important plant and wildlife habitats are associated with ditches, which may function similarly to creeks.

The original natural qualities of the creeks in the subcommunity have been severely reduced by channelization, land development and water diversions. Although the amount of water carried by all these creeks has probably been increased by runoff from roads, driveways, parking lots and buildings, the creeks, particularly Fourmile Canyon Creek, are naturally intermittent streams.

## Environmental Resources and Hazards



- Wetlands
- Wildlife Habitat
- Public Parks
- High Hazard Flood Zone
- Water

Wetlands are located along Fourmile Canyon, Wonderland, and Elmer's Two-Mile Creeks. Wetlands in the county enclaves are not mapped.

**Wetlands**

Wetlands are located along all of the creeks. High groundwater throughout the subcommunity and especially between Wonderland and Fourmile Canyon Creeks creates several additional pockets of small wetlands fed primarily by groundwater discharge. Portions of Wonderland Creek are associated with relatively large, significant wetlands. The wetlands between 15th and 19th Streets especially provide an unusual diversity of wildlife habitats and micro-environments for an urbanized area. Seeps, a high water table, ground water discharge areas, ponds, remnant tall grass communities, and development set back substantially from the floodplain have all contributed to the important local character of this urban wetland complex. Residents living adjacent to Fourmile Canyon Creek in Githens Acres and on Poplar Avenue along Wonderland Creek report that a large diversity of bird species inhabit these wetlands throughout the spring and summer.

Although the creeks and their associated wetlands in the North Boulder subcommunity are considered highly disturbed, the environmental value and restoration potential of these systems are high. Wonderland and Fourmile Canyon Creeks rank low to medium for most of their wetland functions. However, they present some of the few remaining opportunities in Boulder to protect, restore and enhance a significant stretch of creek corridor as an ecologically functioning riparian habitat.

Riparian/wetland systems, particularly mature cottonwood-willow stands, provide habitat for the majority of native species in the region. The wetlands also serve valuable functions of groundwater recharge/discharge, shoreline anchoring, and trapping and filtering runoff from adjacent land uses.

**Groundwater quality**

In 1989, a groundwater contamination problem was identified when a sample collected from a residential well on Violet Avenue was found to contain organic solvents. The source of these solvents was traced to the former site of Centerline Circuits located at 4575 North 11th Street. The contamination resulting from the disposal of solvents on that site has since migrated through groundwater to the east and southeast to the vicinity of 26th St. The groundwater contamination has been identified in residential wells in the area extending from Centerline to 26th St. and between the Meadows Mobile Home Park on the north and Wonderland Creek on the south.

The migration of the plume is a result of the natural groundwater flow regime and groundwater recharge in the Fourmile Canyon and Wonderland Creek drainage areas. The extent of the plume is constrained on the north by the geology of the area and on the south by groundwater recharge and discharge in Wonderland Creek. In effect, the contaminated plume emanating from the Centerline facility is controlled by natural groundwater flow and the effects of localized area groundwater recharge associated with Fourmile Canyon and Wonderland Creek drainages.

Based on preliminary information about contamination in the subcommunity, enhancement of the natural recharge and discharge functions of wetlands along the creeks east of Broadway and west of 28th St. may provide an added benefit in addressing groundwater contamination in the area by enhancing existing groundwater flow. Further hydrologic studies of groundwater and plume movement would be necessary in making further recommendations.

The best long term solution to the contamination problem, however, is the provision of public water to properties in the area. Five parties who have agreed to participate in the clean-up, have agreed to contribute \$400,000 toward the provision of City water service to properties in Crestview West. Upon annexation of the area (see section 5), the City will install water and sewer mains so that property owners will be eligible to hook up to public water and sewer service.

The Fourmile Canyon and Wonderland Creeks Study in Appendix E contains a full discussion of

environmental values along the creeks and recommends development standards to preserve these values.

**Open Space**

The Subcommunity is bordered on the west by a broad band of City-owned open space. Its value for passive recreation and wildlife habitat is enhanced by the presence of Wonderland Lake and the three major creek drainages flowing west to east. The wetlands fringing Wonderland Lake host heron, coots and ducks, among other wildlife. The grasslands west of the lake are home to coyotes.

The band of Open Space along the western edge of the subcommunity lies at the junction of the Great Plains and the foothills of the Rocky Mountains. Here, the woodlands and shrublands of the Front Range foothills meet the grasslands of the Great Plains. The elevational gradient at this juncture causes abundant biological diversity. Large predators (e.g., mountain lion and black bear) use the woody draws and rocky outcrops in this area. Rare plants occur on the shale outcrops along the northern edge of the city limits. Rare reptiles and amphibians such as the prairie rattlesnake and the tiger salamander are also found here.

The Mann property has similar environmental value due to its location and the quality of its natural resources. The Mann property is also habitat for Bell's twinpod (*Physaria bellii*), a plant species of special concern identified in the Boulder County Comprehensive Plan. This plant grows on shale outcroppings and can be found along the northern slope of the property. In addition, the mountain slopes along the western edge of the property pose geologic hazards due to the mass movement and swell/consolidation potential (source: BVCP Geological Development Constraints Map).

**Views**

The North Boulder Subcommunity offers some excellent views of spectacular natural features: Dakota Ridge and the soft, grassy base of the foothills are visible from many locations throughout the subcommunity. The Flatirons, with downtown Boulder at their base, are particularly visible from the bluff whose southern edge is Norwood. At 19th and at Broadway, Norwood could be considered internal "gateways," as they offer striking views of the Flatirons to the south and, for the traveller, evoke a sense of approach into downtown Boulder.

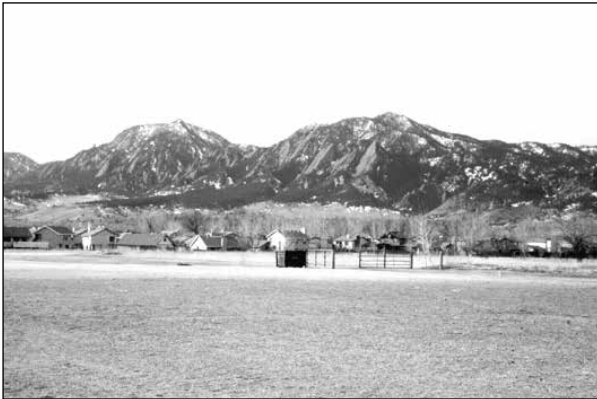
Residents of the subcommunity have noted that one special quality of the area is the clarity of the night sky. Relatively low density residential development and minimal commercial and industrial development have minimized illumination of the night sky. Lighting from existing and new development -- streets and buildings -- threatens to erode bright views of stars and planets against a dark sky.

**Wildfire hazard**

The western edge of the subcommunity is a wildfire high hazard zone. While wildfires are generally a healthy ecological process, the City is committed to minimizing risks to human life and property. The City, in cooperation with other agencies, has launched a comprehensive program to educate citizens and institute policies and regulations to reduce wildfire hazard.

**Future challenges**

Expanding urbanization poses challenges to the protection of the environmental quality of the subcommunity. Increased development and recreational demands will continue to apply pressure to air and water quality as well as creek, ditch and wetland systems, and threaten view sheds which characterize the subcommunity. While it is not possible to bring back pre-settlement conditions within the City or to fully halt change, there is much potential for protecting and restoring ecological processes of the subcommunity.



North Boulder contains spectacular views and open space areas.

**RECOMMENDATIONS**

**Environmental education**

- ◆ Enhance the use of the Foothills Nature Center as a community center for environmental education.

**Channel and water quality protection**

- ◆ Protect, restore, and enhance wetlands for water quality and habitat improvement at the following locations:
  - Fourmile Canyon Creek through the Elks property.
  - Fourmile Canyon Creek from Broadway east to Violet Ave.
  - Wonderland Creek from 15th St. to 26th St.
- ◆ Minimize surface pavement in areas of high groundwater recharge, particularly in high hazard flood zones and floodplains.
- ◆ Protect surface water quality, control stormwater flow, and enhance groundwater recharge through construction of stormwater low-flow channels during redevelopment at the following locations:
  - North of Fourmile Canyon Creek and east of Broadway (collection basin for redevelopment west and east of Broadway).
  - Elks site, south of Fourmile Canyon Creek.
- ◆ Require a building and pavement setback along ditches for the protection of water quality and other natural values, neighborhood aesthetics, and community design. Keep ditches open.
- ◆ On Elks property, acquire riparian buffer beyond conveyance zone of Fourmile Canyon Creek for environmental protection.
- ◆ Explore ways to protect other drainages through urban open lands planning.
- ◆ Work with Homeowner Associations to educate landowners about their wetlands and provide guidance for their protection and restoration.

**Habitat protection**

- ◆ Protect and reduce impact to habitats on adjacent Open Space through the following means:
  - Design sites to concentrate densities away from the boundaries with Open Space, and maintain natural hydrological systems.
  - Direct Open Space access to designated trailheads and maintained trails in cooperation with the Open Space program. Use fencing to guide access and prevent informal trails, if necessary.
- ◆ Landscape with native and xeriscape plants. Besides enhancing natural habitats, this will also prevent invasive plant infestation and conserve water.
- ◆ Protect wildlife habitat along Wonderland Creek between 15th and 19th Streets by strengthening regulations, eliminating flag lots or acquiring conservation easements.
- ◆ Protect the creek corridor and wetlands on the site at 19th and Wonderland Creek through develop-

ment review.

- ◆ Explore ways to protect other habitats through urban open lands planning.

**Wildfire hazard mitigation**

On redevelopment sites near the western boundaries of the subcommunity:

- ◆ Locate fire access roads (minimum 12 ft. wide) between new development and wildfire-prone areas.
- ◆ Locate fire hydrants on the outside of fire access roads at 500 ft. intervals, according to City standards.
- ◆ Locate hydrants at or near site accesses.
- ◆ Provide a secondary egress in new developments for evacuation and fire equipment.
- ◆ Use of non-combustible building materials should be seriously considered throughout all facets of building construction.
- ◆ Maintain space around buildings with appropriate vegetation management.

**View protection and preservation of distinctive topography**

- ◆ For all North Boulder projects subject to site review and for design of new public facilities, identify park locations, street layouts and building location and orientation that will protect and take advantage of view opportunities.
- ◆ Keep development back from the north and west edges of the City to protect public views from U.S. 36 and Foothill Trail (see Lee Hill Road Development Guidelines, page 12).
- ◆ Create a stronger gateway to the City at Broadway and U.S. 36, per the recommendation in section 8 (Transportation).
- ◆ Where major roads cross creeks (e.g., Fourmile Canyon Creek at Broadway or 28th St., Wonderland Creek at 19th St.), preserve the view shed into the creek corridor through riparian habitat enhancement or restoration.
- ◆ Require new development to maintain creeks and ditches as visual amenities.
- ◆ Require new development to minimize night sky illumination by installing shielded, downward-angled, motion-sensor driven, and proper wattage lighting. New streetlights should be installed only where absolutely necessary and should be carefully designed.
- ◆ Require that siting of new buildings and alignment of new roads harmonize with existing topography.
- ◆ Require a building and pavement setback along Fourmile Canyon and Wonderland Creeks in conformance with the results of the recommendations in the Creek Study, Appendix E.

**OPEN SPACE AND NATURAL RESOURCES ACTION PLAN**

Action	Responsibility	Cost	Timing
Implement recommendations from the Fourmile Canyon and Wonderland Creek study (Appendix E) through: wetland mitigation banking, greenways improvements, site acquisition, and Site Review.	Planning, Transportation	Staff time	Immediately
Require wildfire mitigation during Site Review of properties along western edge of subcommunity.	Planning, Fire	Staff time	During Site Review
Require View Studies for key sites during Site Review to ensure preservation on important views.	Planning	Staff time	During Site Review
Require Village Green at Fourmile Canyon Creek and Broadway.	Planning	Staff time	During Site Review of Village Center sites
Develop gateway design and strategy for implementing improvements	Planning and Transportation	Staff time, \$7500 design consultant	2-3 years

# 10 | PARKS & URBAN OPEN LANDS

## GOALS

- ◆ While being realistic about funding sources, seek to acquire or preserve more urban open land and urban parks in the subcommunity.
- ◆ Respect the historic, aesthetic and environmental significance of such amenities as views, open space, the city edge, distinctive topography, creeks and irrigation ditches.

## OBJECTIVES

- ◆ Overcome existing park deficiencies. Ensure that new development has adequate recreational facilities and existing facilities do not become overburdened.
- ◆ Explore possible role of new urban open lands system in North Boulder and propose specific locations to be considered for inclusion in the system.

## BACKGROUND

North Boulder currently is served by four neighborhood parks which meet or exceed the neighborhood park size standards (5-acre minimum): Wonderland Lake, Crestview, Maxwell Lake, and Parkside. Three other parks in the subcommunity are smaller than the neighborhood park standard: Catalpa, Melody, and Pineview. Two additional parks are undeveloped at this time: 7.2 acres north of Violet from 13th to 17th streets, and a 69-acre community park, north of Locust, west of Broadway.

North Boulder meets current standards for park acreage and generally compares favorably to other Boulder subcommunities in park resources. Among all subcommunities North Boulder ranks highest in: total park acreage; total neighborhood park acreage; and percentage of total land area devoted to park sites. It also far outranks other subcommunities in total park acreage per 1,000 residents and in neighborhood park acreage per 1,000 residents. This is mostly a result of North Boulder's low population density. The subcommunity has a high percentage of naturalized areas, but a smaller amount of developed park land and playgrounds.

The only park deficiency at present is that some of the neighborhoods in the northeastern part of the subcommunity fall just outside the service radius of the nearest existing park site. Residents of these neighborhoods would benefit from a park that is proposed on the Elks Club property. Additional development in the northern third of the subcommunity would require additional parks.

An urban open land system is a linkage of undeveloped or partially developed urban spaces (including areas developed for active recreation), defined by an overall framework plan. The system would be comprised of lands under public, semi-public and private ownership which collectively contribute to the stated objectives of the urban open land plan. Urban open land systems begin with a range of clearly defined and coordinated functions based on community needs and goals such as recreation, environmental protection, enhancement of community character, and bike-ped connections.

If funding for a city-wide urban open lands system becomes available, the maps on page 31 show how such a system could be developed for the North Boulder Subcommunity. Since the urban open lands serve multiple functions, some of the recommendations below are also mentioned in the Transportation section (Bike/Ped Connections and Gateway) and the Open Space and Natural Resource Protection section.

Implementation of an urban open lands plan would involve the following:

- Seeking a source of new funding for acquisition;
- Strengthening land use regulations;
- Encouraging donations and neighborhood acquisitions;
- Developing management strategies.

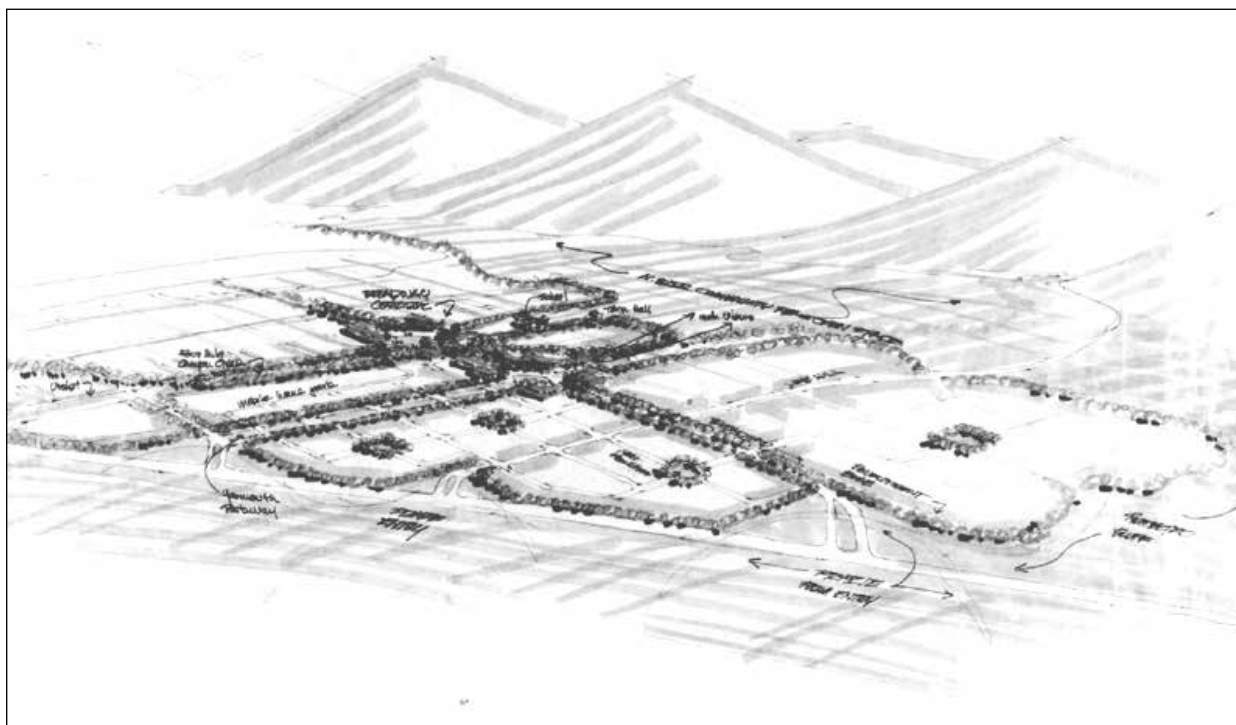
## RECOMMENDATIONS:

- ◆ Work with the Parks and Recreation Department to re-assess park standards in its Master Plan revision. Issues include walking distance standards, minimum sizes, and park standards for commercial development.
- ◆ Anticipate the future need for a neighborhood park in the Lee Hill Drive area by providing a neighborhood park on the Mann property.
- ◆ Plan a new neighborhood park in the Yarmouth North area to serve future development there.
- ◆ Work with the Parks and Recreation Department in the re-design of the North Boulder Community Park Master Plan. It may be preferable to locate active uses on the east side of the site and to better protect adjacent Open Space.
- ◆ On the Elks property, acquire the riparian buffer beyond the conveyance zone of Fourmile Canyon Creek and property north of the creek for environmental protection and park use. The eight acres north of the creek will meet the current need for a neighborhood park in the northeast part of the subcommunity.
- ◆ Provide a village green and linear greenway in the Village Center for flood plain and riparian protection, ped/bike travel, gateway enhancement and park use.
- ◆ Acquire an easement along the Wonderland Creek between 19th and 20th Streets for pedestrian access.
- ◆ Acquire easements for bike-pedestrian connections extending from 13st Street to Norwood and connecting 22nd/ 23rd Street to Centennial.
- ◆ Develop a gateway at Broadway and U.S. 36 and continue a linear park along U.S. 36 from Broadway to Violet. Require setbacks along U.S. 36 through the site review process.

## Parks

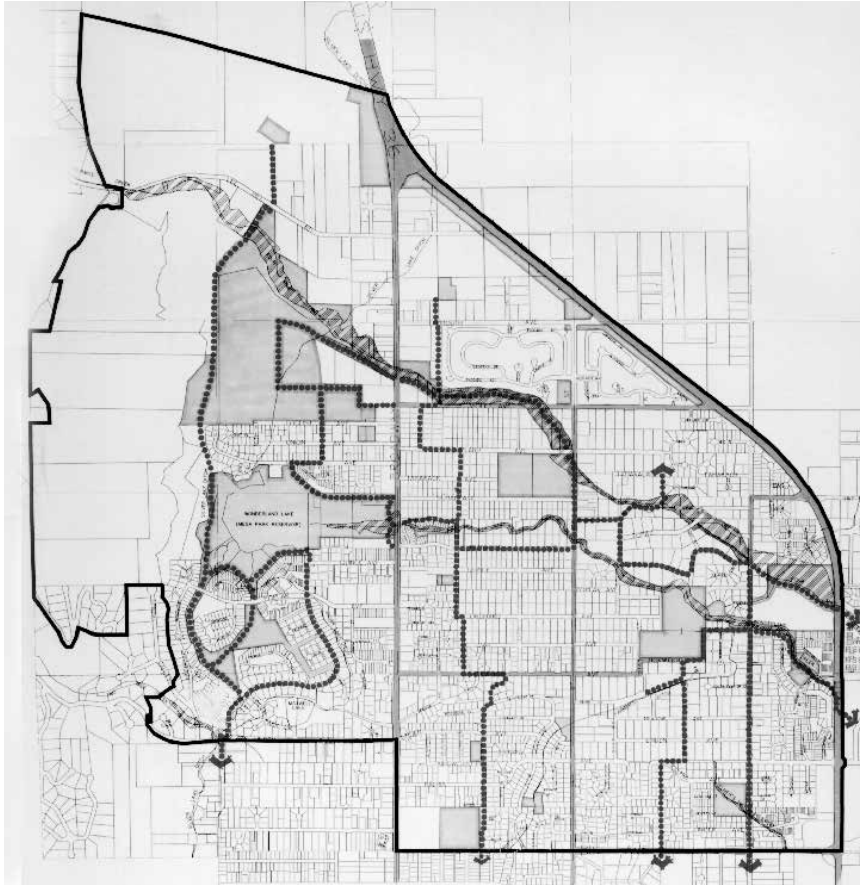
	North Boulder	North Boulder rank relative to other subcommunities
Total park acreage	131 acres	1
Total neighborhood park acreage	57 acres	1
Total number of parks	9 parks	2 (tie)
Total park acreage per 1000 residents	12.5 acres/1000	1
neighborhood park acreage per 1000 residents	5.5 acres/1000	1
% developed acreage of total park acreage	42%	7
% naturalized acreage of total developed acreage (not including undeveloped park sites)	60%	1
number of parks with playgrounds	5	5 (tie)

North Boulder ranks high for total park acreage compared to other subcommunities, but low for percentage of developed park acreage. Source: City of Boulder Parks and Recreation Department, 1994.

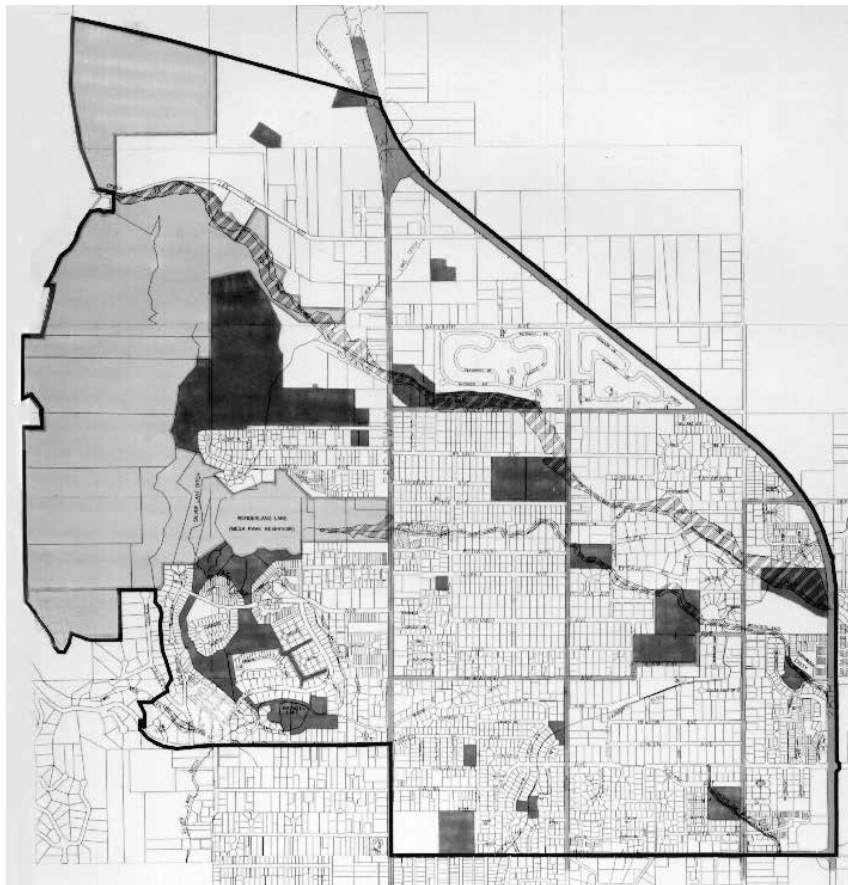


Open Space Framework and new neighborhood-serving parks as sketched at the charrette. North Boulder offers spectacular views and over 900 acres of preserved open space.

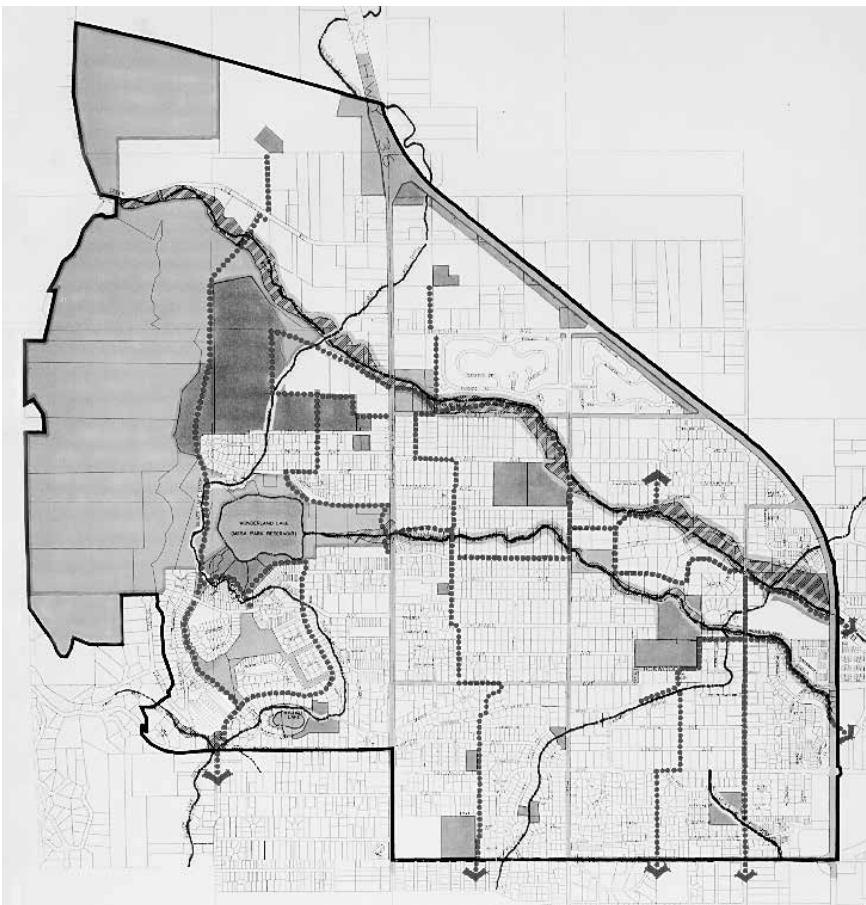
**Figure 1: Pedestrian/Bicycle Connections**



**Figure 2: Active and Passive Recreational Functions**



**Figure 3: Potential Urban Open Land System**

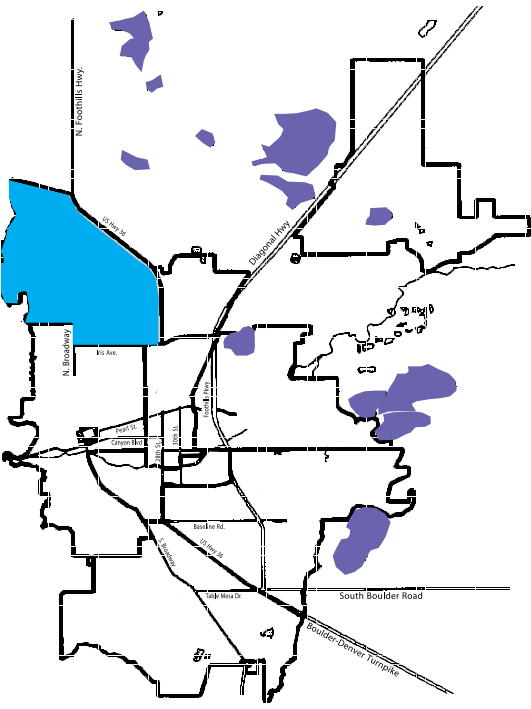


*These three drawings show how an urban open land system might work in North Boulder, if a City-wide program is developed and funding becomes available. An urban open land system is a linkage of undeveloped or partially developed (including areas developed for active recreation) urban spaces, defined by an overall framework plan. The system would consist of lands under public, semi-public and private ownership which collectively contribute to the stated objectives of the urban open land plan. Figure 1 shows how the pedestrian/ bicycle network would be linked in such a program. Figure 2 shows how recreational functions could be linked in an urban open land system, and Figure 3 adds environmental protection and community character features, showing how all these functions could work together.*

**PARKS & URBAN OPEN LANDS ACTION PLAN**

Action	Responsibility	Cost	Timing
Consider parks standards recommendations during Parks and Recreation Master Planning Process	Parks and Recreation	Staff time	Immediately
Negotiate park sites with new developments at Elks, Mann, and Theater properties.	Parks and Recreation	Staff time	during Site Review
Acquire conservation easements/urban open lands along creek flood-plains and ditches in North Boulder.	Planning, Utilities, Open Space	Staff time	during Site Review
Require large Village Green at Fourmile Canyon Creek and Broadway.	Planning	Staff time,	during Site Review of Village Center sites
Consider buffer areas for inclusion in Urban Open Lands if city-wide program develops.	Planning	Staff time	1-3 years

# 11 FUTURE GROWTH



**PROJECTED GROWTH CITY-WIDE, 1994**

## CITY-WIDE GOALS

- ◆ Determine what portion of residential and commercial development will occur in the North Boulder Subcommunity in light of the city-wide population and jobs-housing balance targets.
- ◆ Determine what land uses and scale of development or redevelopment are appropriate on potential growth sites in North Boulder.
- ◆ Coordinate these determinations with the update to the Boulder Valley Comprehensive Plan Land Use Designation Map & relate to city-wide context.

## OBJECTIVES

- ◆ Create or preserve identifiable neighborhood districts where character and densities vary, one neighborhood from another.
- ◆ Provide mixed housing types, densities, and prices.
- ◆ Retain 5% of North Boulder's total housing as permanently affordable.
- ◆ Preserve existing character in the County enclaves and in established residential areas.
- ◆ Ensure that any new development is sensitive to riparian areas, quality open space, scenic vistas, and wildlife habitat.
- ◆ Improve connections, and provide an integrated street/ bicycle/ pedestrian network.
- ◆ Provide a new Village Center with a mixture of shops, a village green, housing, civic uses, and employment opportunities, to become the symbolic "heart" of the subcommunity.
- ◆ Provide neighborhood centers within walking distance of residential areas, which may be parks, schools, civic uses, shops, or employment centers.
- ◆ Preserve existing service industrial uses and add some employment opportunities of a service, professional, and light industrial nature.
- ◆ Create attractive design and land use patterns that foster closer connections between home, work, shopping, and recreation.
- ◆ Accommodate additional vehicular traffic without widening any roads.
- ◆ Ensure that projected infrastructure and operation and maintenance needs are reasonably supported through the generation of additional development taxes and ongoing sales and property taxes.

## BACKGROUND

Future growth is a projection of the amount of residential, commercial, and industrial development that might theoretically occur at build-out of an area. While full build-out of any area to the maximum legal extent allowed is unlikely to occur given property owner preferences and market conditions, future growth scenarios based upon assumptions about realistic build-out are used to project the long term impacts of different land use policies on community character, infrastructure needs and financing. Assumptions about "realistic" build-out are based upon the typical amounts of growth that have occurred in the same zone districts or in comparable areas elsewhere in the city.

## ISSUES

### City-wide Future Growth

Throughout the North Boulder planning process, people have been concerned about both the amount and rate of growth in North Boulder. The total amount of future growth projected for the city is shown in the pie charts on the left. The most important points about the future amount and rate of growth in North Boulder are:

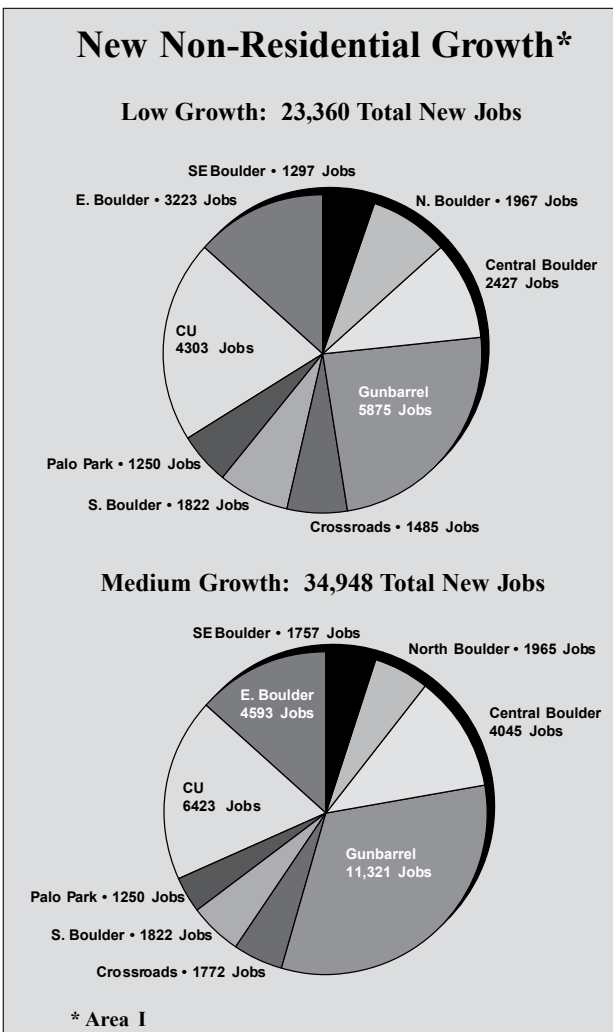
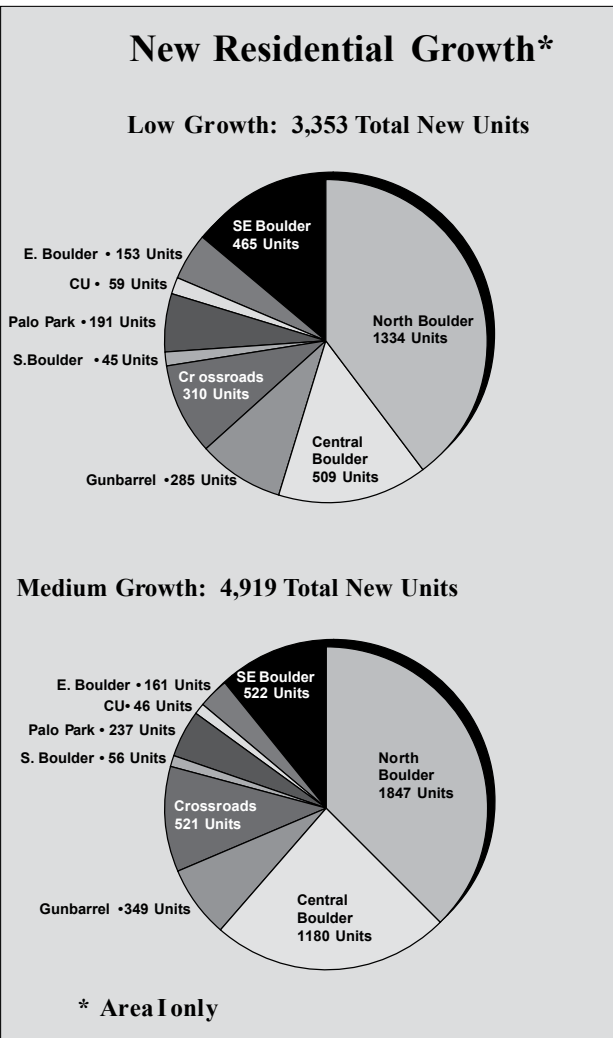
- ◆ As set by Council at the outset of the planning process, the total amount of residential growth in North Boulder should fall in the range of 1050 to 1800 new dwelling units in Area I. This range was established to meet the population goal adopted in IPP (population no higher than 103,000 city-wide). The upper end of this range was based on the medium growth scenario in the Data Sourcebook. Given current zoning in North Boulder, even at the upper limit set by Council, some change in land use controls to lower densities will be needed to keep residential growth limited to 1800 units.
- ◆ North Boulder's proportionate share of City-wide growth applied against maximum annual allocations in the City's Residential Growth Management System in place at the time of Plan adoption, which limited growth to approximately 1 percent per year, would result in a residential build-out in North Boulder of about 13 to 17 years.
- ◆ North Boulder will continue to form the northwestern edge of the City, at least for the 15 year planning period of the BVCP. Land to the north and west is City owned open space, part of the greenbelt and natural system encircling the City; the area to the east is land in the County, designated as Area III Planning Reserve, not planned to accommodate urban development within the BVCP planning period.

### North Boulder Future Growth in the "Do Nothing" Scenario

Early in the North Boulder Subcommunity Planning process, a buildout model was developed to determine what might happen if the City did nothing to change existing City policy. The effects on the transportation system under the zoning and BVCP land use designations in place at the time were modeled. The land use assumptions used in this analysis were tested later in the planning process when land owners put their preferred development proposals, in conformance with zoning that was in place at the time, on the table. The property owners' preferred alternative included substantially more dwelling units than in the staff analysis. Their scenario was also analyzed for transportation impacts. The "Do Nothing" Scenario chart on the next page summarizes the total growth that was modeled under these two scenarios. The transportation impacts that

*As part of the Boulder Valley Comprehensive Plan (BVCP) update project, Planning staff developed City-wide projections of additional dwelling units and employment for two different scenarios: low and medium growth under current zoning and City regulations. These projections are documented in the 1994 Data Sourcebook, compiled by Planning staff as a reference tool for the BVCP update. The pie charts on the left show the distribution of these projected units (shown on the top pies) and jobs (shown on the bottom pies) by subcommunity. North Boulder's share of future growth is expected to be a large percentage of the city's new residential growth, but a relatively small percentage of new non-residential growth.*

*Source: 1994 Data Sourcebook, City of Boulder Planning Department.*



## The “Do Nothing” Scenario

## Zone District/BVCP Density Assumptions

would result from these two scenarios were considered unacceptable because they would have required roadway widening to accommodate projected traffic at buildout. (See Appendix D for the transportation studies).

### Future Growth Alternatives

Because the impacts of the "Do Nothing" scenario were deemed unacceptable, and in an effort to stay within growth targets set by Council, three alternative scenarios were devised and evaluated against the goals of this section. These future growth scenarios and an analysis of their costs and benefits were discussed in the March 1995 public review draft of the Plan. A refinement of one of the scenarios in the public review draft plan was adopted by Planning Board and City Council during the public hearing process on the Plan (see recommendations below).

### Affordable Housing Opportunities

As described in the Existing Conditions section (section 4), North Boulder consists largely of open space and residential land use designations, yet is a relatively low density subcommunity overall. In order to meet the planning goals of providing mixed housing types, densities, and costs, yet preserving neighborhood character in the existing established area, new neighborhoods in North Boulder will be the place where housing diversity and affordability must be emphasized. Additionally, because of the amount of vacant land in North Boulder, it offers one of the few areas for creating a significant number of homes for middle-income families in the entire City.

### RECOMMENDATIONS

The Plan for North Boulder’s future growth is shown on page 34 and is summarized on the chart on the right. It has been revised to reflect amendments made by Planning Board and City Council in 1996 and 1997. Please note that the figures in the chart are approximate, for new growth only, and provided merely as a guide. The actual growth in North Boulder — the pattern and mix of uses—will be determined through the review and development of individual parcels. The review processes will consider standards in the underlying zoning, requirements for street and path dedications and reservations, and development guidelines for individual projects where appropriate (i.e., projects going through the Site Review process).

### IMPLEMENTATION

At the end of each section of the Plan, an action plan summarizes specific steps needed to implement the Plan (see Appendix A for a detailed implementation schedule). Three of the most significant implementation measures that have been completed since the adoption of the Plan are:

- Adoption of an ordinance requiring dedication or reservation of Rights-of-Way in conformance with the Auto/ Transit and Bicycle/ Pedestrian maps in section 8 of the Plan.
- Creation of five new zoning districts based on the design principles, land use patterns, and future growth recommendations in the Plan.
- Rezoning of properties to carry out the recommendations in sections 5, 6, and 11 of the Plan.

It is anticipated that the remaining improvements outlined in the Action Plan will occur over many years through public and private sector actions. In order to fund the public improvements recommended in the Plan, it may be necessary to establish an assessment district or utilize other mechanisms to equitably distribute costs and benefits of the improvements.

Residential Land Use in North Boulder		
Approx. Existing Housing, 1993	Increased Housing	Total Housing
3700 units	1700-2400 dwelling units	5400-6100 dwelling units
Non-Residential Land Use in N. Boulder		
Approx. Existing Floor Area sq. ft. (see chart on p. 8), 1993	Increased Floor Area	Total Floor Area (square feet)
750,000 (square feet)*	380,000 - 750,000 sq. ft.	1,130,000 - 1,500,000 sq ft.
* Includes under utilized space such as The Armory, storage lockers, etc.		

<b>VLR zones</b> (includes ER and RR)	<b>1-2 units per acre</b>
<b>LR zones</b>	<b>5 units per acre</b>
<b>MR zones</b>	<b>12 units per acre</b>
<b>HR zones</b>	<b>18 units per acre</b>

This chart summarizes the net densities that were assumed for residential zone districts in the buildout analysis.

Source: 1994 Data Source Book, City of Boulder Planning Department.

This chart summarizes the total amount of residential and non-residential growth that could occur in North Boulder under the current zoning and land use policies.

### NORTH BOULDER FUTURE GROWTH

Geographic Area	New Dwelling Units and Commercial - Industrial Square Footage	Implementation
North of Lee Hill	525-625 residential units at mixed densities. On Mann property: between 340 - 440 dwelling units.	Total number and mix of residential units and amount of open areas on Mann property to be determined through Site Review process. Total number of units determined by balancing needs of creating affordable, diverse housing; creating an attractive cohesive neighborhood; preserving views and open space; and addressing environmental issues.
Foothills/Waldorf	150 residential units	Assumes 130 units on Foothills housing site developed through Major Site Review process.
Yarmouth North area	400 residential dwelling units; 95,000 square feet of office	Develop site specific zoning/graphic code to implement development guidelines for this area and create approximately the following mix: 95,000 sq. ft. new office located primarily along Broadway, 13th, 14th, and Yarmouth; 400 new dus of mixed density (approx. avg. net density of 10 du/acre); streets/paths as shown on Transportation Plan; neighborhood park and green areas; and linear greenway along US 36.
Village Center	190 residential units; 85,000 sq. ft. retail; 147,000 sq. ft. office; 20,000 sq. ft. civic	Develop site-specific zoning/graphic code for Village Center, to be located on four corners of Broadway and Yarmouth to Fourmile Canyon Creek. Rezone areas north of Yarmouth, east and west of Broadway from I-E to Village Center. Rezone areas south of the creek, east and west of Broadway from CB-D and HR to MR and LR. Through Site Review process, secure approximately 2 acre village green and linear greenway east of Broadway & linear greenway west of Broadway along Fourmile Canyon Creek.
I zones	no net increase in industrial square footage. 37,000 square feet of office in the TB zone.	Rezone County Yards from P-E to LR-D. maintain Ghadimi parcel north of Lee Hill Road west of Broadway as service industrial. Maintain TB zoning north and south of Lee Hill Road west of Broadway
Elks	0-55 residential units*	Acquire parkland on north side of Creek and finalize mix and type of use south of the Creek during Site Review.
Infill throughout the subcommunity	140 residential units	Assumes existing zoning
Subtotal Area I	1425 - 1580 residential units and 299,000 sq. ft. of office/civic and 85,000 sq. ft. of retail.	
County Enclaves	204 residential units	Final zoning to occur during annexation. Crestview West: predominantly RR with possibility for higher density along Broadway corridor (0-75 dus). Crestview East: MR, LR, ER (99dus). Githens Acres: RR (0dus). Other enclaves: same zoning as adjacent properties (30dus).
Total Areas I & II	1629-1784 new residential units; 299,000 sq. ft. new office/civic and 85,000 sq. ft. new retail.	

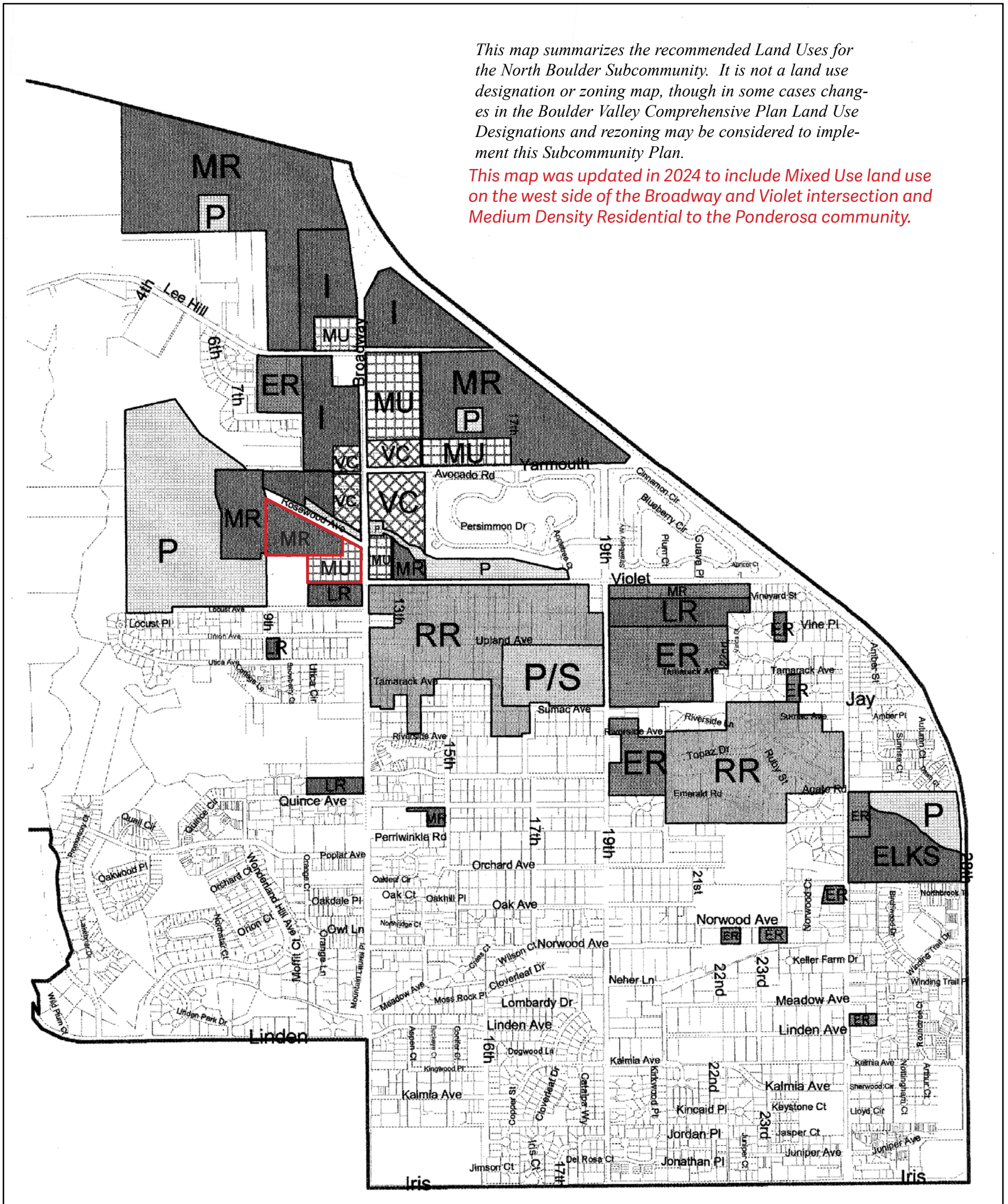
\* Other allowable uses south of the Creek include: recreation, park, or educational facilities.

This chart and the map on the next page summarize the plan for future growth in North Boulder at build-out. These figures are for new development only, are approximate, and are meant as a guide.

# 11 FUTURE GROWTH: Land Use Map

This map summarizes the recommended Land Uses for the North Boulder Subcommunity. It is not a land use designation or zoning map, though in some cases changes in the Boulder Valley Comprehensive Plan Land Use Designations and rezoning may be considered to implement this Subcommunity Plan.

This map was updated in 2024 to include Mixed Use land use on the west side of the Broadway and Violet intersection and Medium Density Residential to the Ponderosa community.



## PROPOSED LAND USE

- VC** VILLAGE CENTER: mixed use retail, office, residential, park (see p.16 for specific densities and mix of uses).
- MU** MIXED USE: office and residential with some limited neighborhood-serving restaurant uses at Broadway & Violet (see p. 12 and p. 16)
- I** INDUSTRIAL
- MR** MEDIUM DENSITY RESIDENTIAL: mixed density residential uses at an overall average of 8-12 dwelling units/acre
- MH** MOBILE HOMES
- LR** LOW DENSITY RESIDENTIAL: densities at an overall average of approximately 5 dwelling units/acre
- ER** ESTATE RESIDENTIAL: densities at an overall average of approximately 2 dwelling units/acre
- RR** RURAL RESIDENTIAL: densities at approximately 1 dwelling units/acre (see p.10 for possible higher densities along Broadway corridor).
- ELKS** ELKS CLUB SITE: four options can be considered for this area. Appropriate uses include: recreation, park, education and/or residential.
- P/S** PARKS/SCHOOL
- P** PARKS

White areas indicate no changes to existing land use/ zoning  
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   background information ..... 27-29, Appendix E  
   protection, restoration of ..... 1,14,29, Appendix E  
   trail along ..... 13,26

## - Y -

Yarmouth Avenue ..... 24,25,26  
 Yarmouth North ..... 12,14

## - Z -

Zoning  
   existing in North Boulder ..... 6  
   new zone districts  
     (graphic code/ site specific zoning) ..... 12,14,17,33  
   recommended for County enclaves ..... 10,34  
   recommended to implement the Plan ..... 32-34



**COVER SHEET**

**MEETING DATE**

**August 15, 2024**

**BOARDS AND COMMISSIONS ITEM**

June 5, 2024 Environmental Advisory Board Minutes

**PRIMARY STAFF CONTACT**

Jonathan Koehn, Climate Initiatives Director

**ATTACHMENTS:**

**Description**

- ▣ **06.05.24 EAB Minutes**

# CITY OF BOULDER COLORADO

## BOARDS AND COMMISSIONS

### MEETING SUMMARY

NAME OF BOARD/COMMISSION: Environmental Advisory Board

DATE OF MEETING: June 5, 2024

NAME/TELEPHONE OF PERSON PREPARING SUMMARY:  
Heather Sandine, 303-441-4390

#### NAMES OF MEMBERS, STAFF AND INVITED GUESTS:

Environmental Advisory Board Members Present: Brook Brockett, Alex Bothwell, Hannah Davis, Anie Roche

Environmental Advisory Board Members Absent: Hernan Villanueva

City Staff Members & Presenters Present: Jonathan Koehn, Brett KenCairn, Heather Sandine

#### 1. CALL TO ORDER

- A. **B. Brockett** declared a quorum and called the meeting to order at 6:06 PM.
- B. **H. Sandine** reviewed the meeting protocols.

#### 2. APPROVAL OF MINUTES

- A. On a motion by **B. Brockett**, seconded by **H. Davis**, the Environmental Advisory Board (EAB) approved the April 17, 2024 meeting minutes.

#### 3. PUBLIC PARTICIPATION

- A. No public participants

#### 4. DISCUSSION ITEMS

- A. Community Forestry Corps
  - i Overview
    - **B. KenCairn** talked about the Nature-based Solutions (NBS) team and Community Forestry Corps (CFC). The NBS team is using new tools to help the city get ready for the impacts of climate change. One tool, made by Paul Chinowsky of Resilient Analytics, provides detailed climate modeling. The other tool, called Tree Plotter, shows information about urban tree cover. He demonstrated both tools.
    - The climate modeling tool predicts more changes in the next 10 to 15 years, including more high fire risk days and more days over 95 degrees.
    - The Tree Plotter tool shows how much tree cover there is in different areas and can also track tree loss. This data will be updated every two years instead of every ten years.
    - Urban forestry and tree cover are important for reducing heat in certain areas. The CFC was created to plant and care for urban trees to help cool down areas most at risk, as identified by the climate modeling tool.
  - ii Clarifying Questions & Discussion

- **A. Bothwell** asked if the tool can adjust for different inputs over the next ten years.
- **B. KenCairn** replied that the model is conservative and does take those variables into account.
- **A. Roche** asked if the model could predict when high fire risk days and days over 95 degrees will occur. She also wanted to know why there is more tree canopy on the west side of Boulder than on the east and if planting smaller trees and shrubs is as effective as planting larger ones.
- **B. KenCairn** said the model cannot predict dates when high fire risk and days over 95 degrees will occur. He said the Boulder area used to have a fire season, but now high fire risk days can happen even in winter. He explained that the west side of the city is forested mountains, while the east is plains. Some argue Boulder didn't historically have many trees on the east side and didn't face high heat risks. Although trees didn't originally exist there, we need to plant them now to reduce heat risk, especially in school areas and neighborhoods with many homes lacking air conditioning. He added that small plants are important in the larger ecosystem. We need to plant more shrubs while waiting for trees to grow. A shrub can reach 15 feet in a few years, but an oak might take 30-40 years.
- **B. Brockett** added that shading the ground, even if not shading people, can help cool an area.
- **B. KenCairn** explained that planting trees in under-resourced communities can be challenging. The trees won't provide shade for nearly 30 years, and we need to consider who will water them and pay for that water. The CFC is a youth-powered effort, similar to the Junior Rangers program, that plants and cares for the trees. The county is funding a similar program in Lafayette and Louisville, with five other cities participating.
- **A. Roche** asked if the trees are being planted on public or private lands and if increasing trees raises fire danger.
- **B. KenCairn** replied that trees are planted on both. Deciduous trees don't usually increase fire risk, but any tree too close to a structure could pose a risk. There's new guidance on how far trees should be from structures.
- **A. Bothwell** asked why trees are planted in the summer.
- **B. KenCairn** explained that the trees were planted in the spring and are being watered over the summer.
- **B. Brockett** asked if the program could hire more employees during planting times and help relieve economic pressures year-round.
- **B. KenCairn** said it depends on council resources and priorities.
- **A. Bothwell** asked what community outreach was done to notify people about these available positions.
- **B. KenCairn** replied that staff worked with about a dozen organizations to share the information.

B. Updates on Recent Council Items

i Energy Code

- Two amendments were requested by council: 1) move the implementation date to December 1, 2024 to allow builders to have more time to understand the code and 2) allow off site solar.

- The second request was based on commercial property owner feedback that the cost to purchase solar energy is lower than adding solar capacity on site. This will be revisited in quarter 3 of 2024 and will be a standalone code update separate from the energy code updates.
  - ii Landscape equipment
    - Staff recommended not implementing regulatory measures.
  - iii Community Wildfire Protection Plan
    - This will be presented to the board at a future date.
  - iv Climate Action Plan
    - This is a priority for council. The city will not be creating a new plan, but rather updating the current plan and making it a more user-friendly document.
- C. Plant-based Challenge
  - i Denver started an initiative to choose plant-based meals and no single-use plastics as the default for city board meetings and has challenged other cities to do the same.
    - **J. Koehn** will share a link with more information. He asked if the board would like to discuss participation at the July meeting.
    - **B. Brockett** responded that it would be a missed opportunity if another board brought it to the city's attention before the EAB does. She asked if the board would like to vote on it tonight and then discuss at the July meeting what information to send the other boards.
    - This item will be included under matters at the next meeting.
    - **A. Bothwell** recommended sharing with other City of Boulder boards that plant-based meals and no single-use plastics are the norm for the EAB. The board could share recommendations for other boards taking on the challenge, including how to communicate preferences with restaurants.
    - **H. Davis** asked if the challenge could extend to all city meal purchases.
    - **J. Koehn** explained that Climate Initiatives currently provides reusable dinnerware for all city departments.

## 5. OLD BUSINESS/ UPDATES

- A. None

## 6. MATTERS FROM THE ENVIRONMENTAL ADVISORY BOARD, CITY MANAGER AND CITY ATTORNEY

- A. ICLEI World Congress
  - i. **Mayor Brockett** and **B. KenCairn** are attending the ICLEI World Congress in Sao Palo Brazil. The Mayor will participate in the water, water rights, and climate change preparations discussions and will have opportunities to meet with other leaders.
- B. 2024 United Nations Biodiversity Conference of the Parties (COP)
  - i. Several staff members will attend COP16 in Cali, Columbia October 21 to November 2, 2024.
- C. Council Calendar Preview
  - i Date TBD - Williams Village. Council requested for Planning & Development to receive input from the EAB.
  - ii June 27 – Planning Reserves. There is currently discussion about development in area 3. It will be important for the board to understand this conversation as the Boulder Valley Comprehensive Plan update moves forward.

iii Date TBD – East Boulder Sub-Community Plan. J. Koehn has requested staff from Planning & Development to present to the board.

**7. DEBRIEF MEETING/ CALENDAR CHECK**

A. The next EAB meeting will be hybrid on July 3<sup>rd</sup> at 6 PM.

**8. ADJOURNMENT**

A. The Environmental Advisory Board adjourned at **7:40 PM**.

Approved:



Chair



Date



**COVER SHEET**

**MEETING DATE**

**August 15, 2024**

**AGENDA ITEM**

National Non-Profit Day Declaration

**PRIMARY STAFF CONTACT**

Megan Valliere, Assistant to City Council

**ATTACHMENTS:**

**Description**

- ▣ **National Non-Profit Day Declaration**

## **National Non-Profit Day**

**August 17, 2024**

In the United States, there are more than one million charities with more than 75 million people providing billions of volunteer hours to countless causes across the country. Americans annually give more than \$499 billion to charities and nonprofit organizations that improve communities everywhere. It is this spirit of giving that defines us and represents the best of who we are as Boulderites.

Non-profits and charities carry out essential work on our community's most pressing issues such as homelessness, economic inequality, and education. They are motivated by the desire to help others which enables them to solve problems in ways that are not profit motivated.

Non-profits deliver awareness, research, and aid to the people who need it most. Nonprofits also generate tremendous benefits to their surrounding communities and the broader world.

Our community is best prepared for the future when government, non-profits, community organizations, and the people of Boulder can set aside our differences and work together to co-create solutions.

We, the City Council of the City of Boulder, Colorado declare August 17, 2024, as

## **National Non-Profit Day**

And urge all community members to take cognizance of this event and participate fittingly in its observance.



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**Aaron Brockett, Mayor**

